

ENTERTAINMENTS

NEW SHIPMENT OF VICTOR-VICTROLA AND VICTOR RECORDS

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EXCLUSIVE AGENTS.

[31]

PUBLIC AUCTION OF A LARGE AND VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

The undersigned has received instructions from the well-known dealers, Messrs. YEN YUEN TSAR, of Shanghai, to sell by Public Auction on
TUESDAY, WEDNESDAY AND THURSDAY,
THE 30TH AND 31ST MARCH, AND 1ST APRIL, 1915, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET,
A SPECIALLY SELECTED LOT OF ANTIQUE CHINA AND CURIOS FROM SUNG TO TOWKWONG PERIODS.

COMPREHENSIVE—

RED LACQUERED SEAL BOXES, VASES AND BOWLS, JADE SCREENS, ORNAMENTS AND SNUFF BOTTLES, AGATE AND PORCELAIN SNUFF BOTTLES, CRYSTAL ORNAMENTS.
KANGHI 5-COLOURED AND BLUE AND WHITE VASES, BOWLS, PLATES AND JARS.
KIENLUNG FAMILIE ROSE AND BLUE AND WHITE VASES, BOWLS, PLATES AND PLAQUES.
VERY FINE FAMILIE ROSE VASE, KANGHI (LARGE).
VERY FINE FAMILIE ROSE VASES, KIENLUNG (IMPERIAL).
VERY FINE 5-COLOURED PENHOLDER, KANGHI.
VERY FINE BLUE AND WHITE PENHOLDER, KANGHI.
VERY FINE 5-COLOURED VASE, KANGHI.
VERY FINE WHITE VASE, SUNG.
VERY FINE 5-COLOURED AND FAMILIE ROSE PLATES AND BOWLS, KANGHI.
VERY FINE IMPERIAL GREEN VASES, YUNGCHING.
SOOCHOW REDWOOD SCREENS INLAID WITH FAMILIE ROSE AND BLUE AND WHITE PLAQUES (YUNGCHING, KIENLUNG).
TOWKWONG FAMILIE ROSE PLAQUES, VASES, PLATES AND BOWLS, ETC.
OLD BRONZE VASES, INCENSE BURNERS AND FIGURES (MING AND SUNG).

ALSO

A PAIR OF VERY FINE IMPERIAL VASES OF KIENLUNG PERIODS, FAMILIE ROSE PANELS ON SKY BLUE GROUND.

N.B.—The undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

On View from SUNDAY, the 25th March, 1915.
Catalogues will be issued.
Terms—Cash on delivery.

Geo. P. LAMBERT,
AUCTIONEER.

Hongkong, 24th March, 1915.

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DESIGNS.

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EVERYTHING FOR THE HOME.

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FINANCIAL OUTLOOK IN CHINA.

INTERVIEW WITH DIRECTOR OF SALT GABELLE.

It is a matter of common knowledge that the Salt Gabelle is one of the most promising departments of Chinese finance. It will be remembered that last year there was an excellent showing by the Salt Revenue, and rosy prospects are held out as to the current year's working. With a view to ascertaining particulars of reform and progress being made by this branch of Government activity, a representative of the *Peking Gazette* called on Mr. Chang Hu, Director of the Salt Gabelle.

AN ANTICIPATED INCREASE.

Mr. Chang Hu was asked at the outset as to whether he thought that the receipts of the Salt Gabelle in the course of this year would exceed last year's figures. Our representative was informed that the total amount of Salt Taxes actually collected last year and deposited in foreign banks amounted to \$60,000,000, although it was erroneously supposed to have reached the \$70,000,000 mark. By reason of the depreciation in the value of paper money, and other indirect losses, a loss of some \$10,000,000 was sustained. It was confidently hoped that in the course of the next three or four years, the Salt Tax would show annually an upward tendency until it would reach the \$100,000,000 mark, when further increase would not be probable. Both the Mongolian and Tibetan product had enormously found its way into China, but none of it was taxed. Steps, therefore, had to be taken to tax all salt importations into China by the imposition of a tax on the imported product.

THE PROGRESS OF REFORM.

Proceeding Mr. Chang Hu stated that widespread reforms were being introduced this year in the Salt Administration. Sir Richard Dane's proposal to collect the salt tax at the place of production and the proposal was now being put into practical effect in every province, with the exception of Szechuan Province, in which it was not easy to enforce the measure. In Fukien Province, the Government now enjoyed a monopoly.

A TRIBUTE TO SIR RICHARD DANE.

Continuing, Mr. Chang Hu touched on the work of Sir Richard Dane, the Inspector-General of the Salt Gabelle, and his foreign staff employed in the Accounting Department, who had rendered considerable assistance to him. At this point, Mr. Chang Hu paid an eloquent tribute to the work of Sir Richard Dane, who the speaker said, was not only thoroughly conversant with affairs relating to salt, but was a hard and honest worker, with deep sincerity and at heart a well-wisher of China. He had never before in his life seen such a type of man. If Sir Richard Dane continued to reside in China for a few years longer, his knowledge and ability as regards salt affairs would be unequalled by anybody. His already valuable services would be enhanced in corresponding proportion to a fuller and wider knowledge of conditions in this country and the character of the people. In this way it was hoped to prevent any news of the smuggling ever leaking out.

THE IMPRACTICABILITY OF SWEEPING CHANGES.

Some of Sir Richard Dane's proposals, remarked Mr. Chang Hu, although undoubtedly to be welcomed from the standpoint of the Government's interests, were not immediately practicable for the reason that, if enforced, they would invite the antagonism of the half million people who were dependent on salt and who would be adversely affected by the proposed changes. Before all of Sir Richard Dane's proposals were put into effect, sufficient funds would have to be raised to provide compensation to those who would necessarily suffer as a result of the changes. He was glad to say that the foreign staff had given him loyal assistance, so whom was due in no small measure the excellent showing of the year just past. He regarded the future with the utmost confidence. There was every ground for hope.

NO OCCASION FOR ALARM.

Mr. Chang Hu at this point recalled that at the time the Reorganisation Loan was concluded, everyone thought that China's integrity was jeopardised. If there were anyone who had occasion for alarm, it was himself, being entrusted, as he was, with the administration of the country's salt affairs. Fortunately, he had not yet lost his optimism, and all his fellow-workers were courageously co-operating with him in the face of no small difficulties. If he lost heart, he could never hope for success.

CHINA'S FUTURE POTENTIALITIES.

Mr. Chang Hu concluded by saying that if the Land Tax and the other sources of the country's revenue were properly reformed, China would have no difficulty at all. The Land Tax alone, if efficiently reorganised, would yield \$300,000,000 of revenue to the national exchequer, and would prevent the country once and for all time from going about hat in hand in foreign bourses.

"Just think of it," was Mr. Chang Hu's parting shot, in a tone which clearly showed that he refused to be dismayed by passing clouds, which will surely roll by—leaving verdure in the land, refreshed and revived by the bursting of the storm-swept clouds.

"HEARING" THROUGH THE EYE.

Professor E. E. Fournier d'Albe, of Lahore, has invented a phonoscope enabling the totally deaf to distinguish sounds, speech, and music by means of the eye. This is not the first of Professor Fournier d'Albe's efforts to make science minister to the needs of the afflicted. It will be remembered that for some years past he has been engaged in developing an apparatus known as the optophone, for "making light audible," and enabling the blind to read. This depends on the fact that light causes the electrical resistance of selenium to change, and in it light is reflected from the printed symbols upon the sounds in which can with practice be distinguished as characteristic of each letter. Professor Fournier d'Albe was formerly of Birmingham University, but was last year appointed lecturer in physics at the University of the Punjab.

WAR NEWS.

GERMAN STEAMERS FOR CHARTER.

The following appears in a home paper to hand by the mail:—The Oversea Prize Disposal Committee are prepared to consider offers to charter the detained German ships *Rajabari* at Hongkong; *Quarta*, at Singapore; and *Diana*, at Lagos. The ships would be chartered for a period not exceeding six months or until the signature of the Treaty of Peace, the charterers providing crews, coal, provisions, insurances, and all expenses of running the steamers, which would have to be delivered at the conclusion of the charter at the ports at which they are now lying in good condition, fair wear and tear excepted. Offers should be sent to the secretary, Oversea Prize Disposal Committee, Colonial Office, S.W., by noon on February 18th.

JAPAN AND THE HOSIERY TRADE OF INDIA.

The Director of Statistics of the India Government states that India's import trade in hosiery has been practically monopolised by Japan and Germany, and now it would appear that Germany's share of the trade would go to Japan. In 1913-14 Japan supplied hosiery to India to the value of \$2,739,000, while hosiery to the value of \$1,419,000, which was probably of Japanese origin, came from Hongkong and the Straits Settlements, and hosiery to the value of \$759,000 came from Germany. The Director of Statistics says that Japan's share in the hosiery trade of India is about twelve times that of the United Kingdom. In fact, Japan's best customer in the hosiery trade is British India, 70 per cent. of the Indian imports being from Japan, whereas 10 years ago Japan supplied only 10 per cent. of the Indian requirements.

\$200,000 WORTH OF COPPER SEIZED.

GERMAN PLOT TO OBTAIN SUPPLIES.

A large steamer, the *Karmen*, which had, according to the captain's statement, taken on board a consignment of sugar and grain, has been detained at Copenhagen on the discovery by a labourer that the cases with which she was laden were extraordinarily heavy.

The labourer communicated his suspicions to the authorities, and an investigation, the *Karmen* was found to have on board copper valued at \$200,000 destined for Germany.

The police confiscated the cargo and arrested the captain of the *Karmen*, as well as the merchant who chartered the vessel. Both are liable to imprisonment and heavy fines.

A SPECIAL EDITION OF THE EKSTRA BLADET.

states that the *Karmen* was to have met in the open sea a German boat belonging to a well-known firm. The cargo of copper would then have been transferred, after which the *Karmen* was to have been sent to the bottom of the sea. In this way it was hoped to prevent any news of the smuggling ever leaking out.

CHEAP RICE AND HIGH FREIGHTS.

Low prices for the paddy and high rates of freight are the features of the rice trade at the opening of the new season, says *The Times*. The price of the 50lb. bag of rice is now about 100 rupees, as compared with 160 rupees two years ago, and the current freight is 70s., as compared with 25s. in normal times. There is a large exportable surplus of 2,000,000 tons, but the difficulty is to secure the ships to take it from Burmah to Europe. Germany and Austria usually import a very large quantity of rice, re-exporting again some of it to all parts of the world, and in the absence of shipments this season to the Continent Great Britain has an opportunity. But the feeling among merchants is that before increased supplies can be handed here it will be essential for the congestion at the ports to be relieved. Even with the high freight rates should be sold in this country very cheaply, and the time may come when its merits as a food will be appreciated in the West far more than hitherto.

OUR BRUTE-LIKE STUPIDITY.

In the course of its efforts to penetrate the chinks in the enemy's armour, the satirical journal, the *Tagliche Rundschau*, makes a terrific onslaught on "Tipperary," and arrives at the conclusion that the adoption of this "battle song" is a sure and certain sign of British decadence.

When the heroes of the *Ullis* went to the bottom with their ship, they intoned the hymn of the flag, "Proudly waves the black-white-red." When the *Ariadne*, the *Maime* and the *Keln* were sunk off Heligoland, the doomed Germans sang, "Deutschland über Alles."

When the *Creasy* was sunk by the *U. V.* and when an English regiment went to its death at Dixmude, the Britons intoned their favourite battle-song, "It's a long, long way to Tipperary," a layroom ditty without meaning or expression, utterly devoid of patriotic sentiment or warlike fervour.

This melody has now spread throughout the rank and file of the British Army; it resounds even from the lips of the swarthy Indians. Can one imagine anything more calculated than this to denote the wide gulf that separates the English from the German spirit?

"By their songs ye shall know them." So devoid are the English of even the most elements of true patriotism that to inspire themselves with a little artificial courage in a hopeless cause they have to fall back on so mean, so poor a thing as "Tipperary."

The thoughtless flippancy with which England engineered this war is admirably expressed in this music-hall tune, as is also the crude, brute-like stupidity and dumb callousness with which they go into battle, without a thought as to the utter hopelessness of their cause and the certain victory of Germany.

HATE POEM FOR GERMAN CHILDREN.

Some days ago (says the *Chronicle*) *Forwards* drew attention to the practice of certain Berlin schoolmasters in compelling their children to learn by heart Lissauer's disgusting "Hymn of Hate," and condemned it as a degrading course and contrary to all accepted canons of pedagogy.

The Socialist journal now pillories another large communal school in Berlin where a scurrilous piece of doggerel was recited at a social gathering when the parents were present. The chorus of this gutter lyric was sung with great gusto by the children.

There was a verse about the Russians, another about the French; but the lines which brought down the house were the following:—

Betrayer with the lying tongue,
Faithless and abandoned England,
How our sailor lads will thrash thee,
Ere thou reach the German strand!

CALAIS BY EASTER!

A PROUD PROGRAMME.

Under the heading "Twenty-five Days in Germany," the *Petit Parisien* publishes the impressions of a Swiss who recently made a stay on the other side of the Rhine.

The writer says that complete confidence reigns in Prussia, where there is still a firm belief in victory. No doubt is entertained. They say: "We are going to finish off the Russians this month (February). The French have men who want peace. We want Warsaw. We shall have it this month."

TWO DISAPPOINTED HOPES!

"Calais is necessary to us; we shall have it before Easter. We must prevent the landing of Indian troops and French colonial troops (sic). If we have to sacrifice a million men we shall succeed."

"We shall conclude peace with France on favourable terms; we shall occupy French ports until the conclusion of the struggle with Great Britain, for our real enemies are the English. This country, instead of exterminating us, shall become a German colony. We shall sign the peace in London in July or August."

FEARS IN BADEN.

Such, continues the traveller, are the ideas which, if one believes it or not, are now, as at the outbreak of the war, the basis of all conversations both in Prussia and in Silesia. But in the other federated States it is quite another thing. In the Grand Duchy of Baden the gradual advance of the French troops through Alsace is causing alarm and making the population think.

If Von Hindenburg does not take Warsaw or succeed in driving the Russians from Austro-Hungarian territory within a month, and if we do not hold Calais by Easter, we may make our will, they say. In Saxony no doubt is felt as to the final result, and the Prussian declarations are published daily in the Press.

In Württemberg the pinch is beginning to be felt, and there is a general air of uneasiness which no one endeavours to conceal.

The most severely tried and afflicted and most depressed kingdom is Bavaria. The Bavarians complain with reason that Prussia is keeping for herself goods intended for the army, and consequently money is more rare in Bavaria than in any of the other States.

PRISONERS OF WAR.

GERMAN THREAT OF STARVATION.

The following remarkable statement is taken from a private letter which a gentleman in a neutral country has just received from a highly-placed German official. The authenticity of the document, says the *London Morning Post*, can be accepted as beyond challenge:—

You ask me about the conditions of prisoners of war with us. You must remember that with nearly three-quarters of a million of uninvited and unwelcome guests our country is being put to a great strain. I believe the English Press says:—"We will starve the Germans out." Very good—but the prisoners of war will certainly starve to death first—and that no one can blame us for. We are even now ourselves feeling the pinch of scarcity, and there is no doubt, and it is only natural, the prisoners of war are feeling it acutely, and will feel it still more acutely.

Among a great many of us there is a wish that if it could be managed it would be a great thing if the "Neutrals" could take over the care and the feeding of the prisoners in Germany. One does not like to feel that the miserable creatures are suffering, as at present they are bound to do, and in fact I know they do. You say in England our prisoners of war are being well looked after. We read, or have heard, that England spent \$20,000 on a palatial German officer prisoners. Well, I can tell you our prisoners don't want to live in palaces, surrounded by comforts, when their comrades fall by thousands and the Fatherland is in such anxiety.

Why does not England spend it on her own miserable prisoners instead of making up to ours like this. We think England is mad. We know the conditions under which the new soldiers in England have been living, and then we hear they are building palaces for ours, who don't want it. Certainly food is scarce for officer prisoners and all in Germany, and we don't want their deaths at our door, which is what it will mean unless means of assistance on a proper neutral footing, with our sanction, is brought to them urgently. Certainly we in Germany know the "Prisoner Problem" is a serious one, and requiring a satisfactory solution immediately, in a manner we can agree to.

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
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By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

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KOMOR & KOMOR

ART UNION EXHIBITION OF WATERCOLOURS

Open from MONDAY, the 22nd of March.

Pictures by—KATO, YOKOUCHI, MORI OZAWA, KASAGI H. YOSHIDA, etc., etc.

ALL PICTURES WARRANTED TO BE GENUINE.

An inspection is cordially invited.
KOMOR & KOMOR,
Alexandra Building,
Hongkong, 22nd March, 1915. [410]

YOKOHAMA.

BLUFF HOTEL.

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EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS.

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GREAT VARIETIES OF PICTORIAL WAR POST CARDS.

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Hongkong, 17th March, 1915. [103]

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HONGKONG.

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HONGKONG SANITARY BOARD.

The usual fortnightly meeting of the Hongkong Sanitary Board was held yesterday, the Head of the Department (Mr. G. N. Orme) presiding. There were also present:—The Hon. Mr. E. A. Hewett, C.M.G., the Hon. Mr. S. B. O. Ross, Messrs. P. W. Goldring and Ng Hon Sze, Dr. Francis Clark (Medical Officer of Health), and Mr. W. Bowen-Rowlands (Secretary).

NUISANCES IN TSIM SHA TSUI.

Mr. Goldring rose to move the resolution standing in his name, viz:—

- (i.)—That a sub-committee of the Board be appointed to consider the question of the down pipes, side-channels, private wells, drains, sewers and open spaces in the Tsim Sha Tsui District.
- (ii.)—That such committee do consist of the Head of the Sanitary Department, the Director of Public Works, the Assistant Medical Officer of Health for the time being, and two other non-official members of the Board to be selected by the members and.
- (iii.)—That such committee do make their first report within one month from the date of their appointment.

Mr. Goldring said that he understood some reasons should be added, and therefore he asked for leave to amend the motion by adding at the end of Clause I "on account of the accumulation of water and refuse, the prevalence of mosquitoes, and the recurrence of certain throat affections in that district (Tsim Sha Tsui)," and by eliminating Clause II. Mr. Goldring said he had selected the case of Tsim Sha Tsui for personal convenience, because he had made a thorough investigation of almost every bye-lane and channel in the district, and his intention would be for the Board to extend it to other districts, in which improvement might be even more urgently needed. The complaint made in that district was that the side channels did not carry off the water, the down pipes connecting with the side channels were broken, and the refuse in some of them was simply appalling. Mr. Goldring instanced a case where, on the occasion of a heavy rainfall some six weeks ago, the pipes were so choked that the water spouted over and practically ruined the whole of a garden and articles of clothing that happened to have been put out. After the rains had passed away a certain amount of accumulations appeared in different hollows and spaces, and within a week mosquitoes were breeding in that place. The mosquitoes came out of the places in swarms, and he himself went there and poured kerosene into the pools. Mr. Goldring went on to refer to the nuisance caused by a number of wells in this district which were used simply and solely for the purpose of watering gardens, and mentioned one particular well, near the old police-court, on property which he thought belonged, or had belonged, to the P. & O. Company.

Hon. Mr. Hewett—Oh, dear, no.

Mr. Goldring referred to the open spaces, and said there was a space next to the post-office on which there was an accumulation of water which never seemed to flow off properly. The gully tracks never seemed to be properly cleared. The speaker also instanced nuisances on open spaces in Victoria View, below the Water Police Station, and on a space in front of which he had the misfortune to live. It was covered with broken pots and pans, in which rain gathered, providing receptacles for the mosquito larvae. It seemed to him that some measures should be adopted to bring the Public Works Department and the Sanitary Department into closer relations. They were not met by the Public Works Department in the fair spirit. It would be much easier for the Board if the P.W.D. met them and helped them along. He felt that the matters he had mentioned should be thoroughly investigated.

Hon. Mr. Hewett said he seconded as a matter of form. He would like to explain that the P. & O. had no property in Kowloon, and that so long as he was Superintendent they probably would not. The speaker emphasised the difficulty of keeping such a place as Hongkong even reasonably sanitary. They all knew that insanitary places did exist, and any question brought before this Board to encourage careful personal supervision would receive the most earnest consideration and support of the Board, because they knew how difficult it was to control sanitation in a colony like this, where there were a large number of Asiatics, and with such small staffs they had.

Hon. Mr. Ross thought it was the duty of the Sanitary Inspectors in charge of the respective districts to deal with such matters as broken pots and pans lying

about rather than a Sub-Committee of this Board, and he was sure that no members of the Board greatly desired to go round and solemnly inspect these pots and pans. (Laughter.)

The President said that the responsibility for drainage through houses or streets or open spaces lay with the Public Works Department. So far as the Sanitary Department could, their duties were to see that these spaces were scavenged and kept as clear of refuse as possible. In regard to Kowloon, that was a growing place, and the Public Works Department were not willing to make final arrangements in regard to drainage. They were continually urging the P.W.D. to fill in these open spaces and improve the drainage.

Lieut.-Colonel Gordon Hall asked if there were not an order prohibiting the throwing of pots and pans about in open spaces. In Military circles people had to smash such things up before throwing them away.

The President said that if people dumped these things on Government ground they could deal with them, if detected, but he could not say in every case. A man throwing a pot into the street and thereby causing a nuisance could be dealt with under the Act. Ultimately the matter was adjourned sine die.

CEMETERIES.

The President intimated.—That the Board hereby direct that the cemeteries at Ap Lei Chau and at Tai Shek Ku shall be set apart for re-interments after exhumation, and for the storage of the remains so exhumed in pots.

This was agreed to.

APPLICATION FOR WATER-CLOSETS.

Application was made to erect two water-closets on the first floor of No. 11, Queen's Road Central, Marine Lot No. 2, section A (Mercantile Bank).

Mr. Goldring intimated.—Grant.

Dr. Fitzwilliams intimated.—Grant.

Hon. Mr. Hewett intimated.—I presume that they are for the use of Europeans? Lieut.-Col. Gordon Hall intimated.—Would it not be better to hand all these cases over until the subject of W.C.s is settled?

Provisionally granted.

Application was made to erect a water-closet at Kowloon Dock.

Mr. Goldring intimated.—This really should be granted. I have seen the place, and there can be no genuine objection. Lieut.-Col. Gordon Hall intimated.—This requires further consideration in my opinion.

Dr. Fitzwilliams intimated.—Grant.

The Hon. Secretary for Chinese Affairs intimated.—Grant.

The Hon. Director of Public Works intimated.—I agree with Mr. Goldring. This case is quite independent of the general question.

Permission was provisionally granted.

Application was made to erect one water-closet at No. 1, My Road.

Mr. Goldring intimated.—Grant.

Lieut.-Col. Gordon Hall intimated.—Discuss.

Mr. Chan Kai Ming intimated.—Grant, subject to usual conditions.

Dr. Fitzwilliams intimated.—Grant.

Hon. Mr. Hewett intimated.—Refuse. This was refused.

Application was made to erect eight water-closets at "The First" Magazine Cap Road.

Mr. Goldring intimated.—Grant.

Lieut.-Col. Gordon Hall intimated.—Discuss.

Mr. Chan Kai Ming intimated.—Grant, subject to usual conditions.

Dr. Fitzwilliams intimated.—Grant.

Hon. Mr. Hewett intimated.—Refuse. This was refused.

Application was made to erect twelve water-closets and one trough closet in a block of buildings on a Kowloon Inland Lot, in Hanoi Road.

Mr. Goldring intimated.—I approve of the water-closets but not the trough closet.

Lieut.-Col. Gordon Hall intimated.—I should like to discuss.

Mr. Chan Kai Ming intimated.—I agree with Mr. Goldring.

Dr. Fitzwilliams intimated.—Grant.

Hon. Mr. Hewett intimated.—Discuss.

Hon. Director of Public Works intimated.—I am in favour of permitting water-closets in such cases. In the case of ordinary houses, one water-closet for each house should suffice. It is not necessary to provide a water-closet for each bedroom in a house.

This was adjourned.

An application for permission to erect six water-closets at the European Staff Quarters, Inland Lot No. 1877, of the University of Hongkong was granted, subject to the conditions laid down by the Hon. Director of Public Works and the Medical Officer of Health.

WEST RIVER FLOOD RELIEF. REPORT ON THE THIRD DISTRIBUTION.

The following reports have been sent to us for publication:—

A further instalment of relief-money was promised for the first half of January. Unfortunately the state of Mr. A. E. Wood's health would not permit of his undertaking more up-river work at that time. I was therefore deputed to assist Mr. Tong Yat Tsun in the distribution.

Mr. Tong and I left Hongkong on the 12th January, Messrs. Chau Siu Ki and Lam Heung Lun accompanied us as far as Canton, where we met representatives of the Provincial Relief Committee and discussed the work of the funds. We left Canton for the West River the following afternoon, taking with us in our houseboat \$70,240 in Chinese subsidiary coin. Towage and protection were provided by the gunboat *Lung Seng*.

Of the \$70,240, \$81,400 represented a fresh remittance from Hongkong of \$50,000 converted at \$122.80. The remainder was drawn from the balance of previous remittances. In addition to further instalments of the money allotted to the reconstruction of broken embankments, this sum included the first instalment (\$12,250) of relief to "Wan Ki," i.e., banks damaged but not actually breached.

As on previous occasions, the money was distributed at three centres, viz.:—Sam Chau, Shiu Hing and Sam Shui, the recipients having been warned by letter to meet us at these places. The Provincial and District Authorities again did all in their power to ensure the safe passage of the money to its various destinations.

During the distribution we received several petitions for relief from embankments just outside our relief districts. These we duly forwarded to the Provincial Authorities.

We returned to Canton on the evening of the 17th January.

(Signed) D. W. TATMAN.

Tai Po, Hongkong,

March 3rd, 1915.

On February 2nd, Mr. Tong Yat Chun and I went up the West River to pay out further instalments for the broken or damaged banks. The work is proceeding in a satisfactory manner on the whole, though we had occasion to find fault with one or two places, and from one in particular we have withheld any further instalment until certain points are put right. The Magistrate of Ko Yiu district is especially helping us by keeping an eye on the work done and reporting anything unsatisfactory. In a few cases we have seen reason to increase the original grant. We shall be going up again in a few days, and on our return a complete table of payments will be published.

(Signed) A. E. Wood.

March 1st, 1915.

Mr. Tong Yat Chun and I went up the river on March 9th to make final payments at Ko Yiu and Ko Ming. Mr. Mr. Joffe was fortunately able to accompany us, and he brought with him Mr. Mooney to make a survey of the spot at Fu Wan, where we hope later to build a new sluice and embankment. We inspected Tai Kai Wai, the embankment from which we had withheld the previous payment, and as part of the work has been conducted in an unsatisfactory manner, and we have reason to believe that insufficient efforts have been made to raise a local levy, we reduced our total grant by \$5,000. Mr. Pun Pak Wa, the Magistrate of Ko Yiu, is having the remainder of their work supervised. The payments in our three districts have now been completed, and total \$285,590 in Canton sub-coin. The attached table gives a detailed account. Our thanks are due to Mr. Pun for his help and hospitality during the whole period of our work in Ko Yiu district and to Mr. Lo Yau Yu, late divisional superintendent of police at Shiu Hing, who also has been energetic in going round the various embankments and enquiring into the progress of their work. In Canton we are indebted to Mr. Tang Kwan Shan, Chief of the Land Police, Mr. Tsui Yu Nung, Chief of the Water Police, and Mr. Tung Pui Shan, Divisional Superintendent of Police, for the help they have given us throughout.

(Signed) A. E. Wood.

March 17th, 1915.

The financial statement which has been sent to us setting forth the distribution of the Fund shows that grants of varying amounts were made to 57 places in the districts of Ko Yiu, Ko Ming and Sz Wai. These grants were made in three, four or five instalments.

THE FRENCH CONVENT. FINANCIAL RESULTS OF THE RECENT ENTERTAINMENT.

The Rev. Mother Superior of the French Convent sends us the letter printed below, giving the results of the entertainment recently given at the Convent in aid of the various war charities.

The Rev. Mother desires to thank the following for the kind assistance they gave:—The Electric Light Co. for foot-lights and coloured lights free of charge; Mr. Xavier, Hongkong Printing Press, for the programmes; the Forestry Department for the loan of plants for decoration; Mr. Anderson for loan of piano; A Ling & Co. and Hung On & Co. for chairs free of charge. The Rev. Mother Superior wishes also to thank all the ladies who kindly helped in selling large numbers of tickets, also Mr. Young Hee for \$30 and Mr. Lau Tak Po \$20. Special thanks are due to the Misses Liebert for the flag design on the programmes and for disposing of tickets and programmes to the amount of \$300.30 and to Miss L. Thomas and Miss R. Bonnas, who by their musical talent greatly contributed towards the success of the performance. And last, but not least, the Rev. Mother Superior expresses her gratitude to Lady May and all who encouraged the children by their presence at the performance.

Hongkong, 23rd March, 1915.

Reverend Mother Superior,

French Convent.

Dear Rev. Mother:—Children of our age are generally without care, busy with our little studies and our sports; nevertheless, we have the intelligence to understand and hearts to love and sympathise in the present European crisis.

That one word *War* has awakened in our young minds quite a world of ideas which we have never before experienced.

We understand that war means destruction, suffering, death; and that all this is necessary to assure victory.

We pray for all those who protect us against the oppression of our enemies, and we decided to act, to sing and to dance in order to be able to alleviate the sufferings of the victims of the war.

We owe the success of our little entertainment not so much to our own skill as to the kind assistance and the generosity of the many friends of the Convent.

We simply did our best, and we are more than rewarded in being able to hand you, dear Reverend Mother, as the result of our performances the sum of \$1,457.40, which we shall be glad if you will kindly dispose of in the following manner:—

Lady May	.....	\$400.00
Lady Lugard	.....	300.00
Monsieur le Consul Général de France	.....	500.00
The Ambulance and Belgian Refugees in care of the Sisters of St. Paul, France	.....	257.40

We remain, dear Reverend Mother, your respectful children.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

APPOINTMENTS.

1.—H.E. the Governor has been pleased to appoint Capt. A. Riddell, 74th Punjab, to be Inspecting Officer of the H.K.V.C. and H.K.V.R. with effect from 15th March, 1915.

Lieut. Crowther Smith is appointed to command the Right Section M.G. Co. until further notice, with effect from 19th March, 1915.

TRANSFER.

2.—Gr. J. A. Hunter from No. 2 Section, H.K.V.A., to Engineer Co., date 22nd March, 1915.

LEAVE.

3.—The undermentioned are granted leave of absence as follows:—Sapper J. J. Vanstone from 21st March, 1915 to 1st May, 1915. Pte. N. J. Austin from 22nd March, 1915, to 22nd May, 1915.

PARADES.

4.—Parades for Wednesday, 24th inst. Nil.

DETAILS.

5.—Officers on duty: Capt. Wood, Lieut. Kennett and Lieut. Danby. Orderly Officer: Lieut. Kennett. Orderly Sergeant: Corpl. Bolton. Medical Orderly: Pte. Thomson.

To furnish Guard:—

At Volunteer Headquarters:—

7 p.m. to-day to 7 a.m. to-morrow: Right Section M.G. Co.

7 a.m. to 7 p.m. to-morrow: No. 2 Section Artillery Battery.

7 p.m. to-morrow to 7 a.m. 25th inst. Centre Section M.G. Co.

7 a.m. to 7 p.m. 25th inst.: Right Section M.G. Co.

7 p.m. 25th to 7 a.m. 25th inst.: Civil Service Company.

At Mount Austin Barracks:—

10.15 p.m. 24th inst. to 7 a.m. 25th inst.: No. 2 Section Artillery Battery.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

March 23rd.

A Camberwell paper relates an incident at a Camberwell place of worship. The popular leader of a young men's class volunteered for service, leaving eighteen members behind. These eighteen recently learned that their "chief" had been struck down "somewhere in France," and the next day every one of them joined the Army to avenge his death.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741)

ARE NOW SHOWING

EXCLUSIVE DESIGNS

IN

CRETONNES

AND

TAFETAS

SUITABLE FOR

LOOSE COVERS

AND

CURTAINS.

NEW SHADES IN

CASEMENT CLOTHS.

SUN FAST AND TUB FAST.

SEND FOR PATTERNS.

LANE, CRAWFORD & Co.

[22]

REMINGTON JUNIOR.

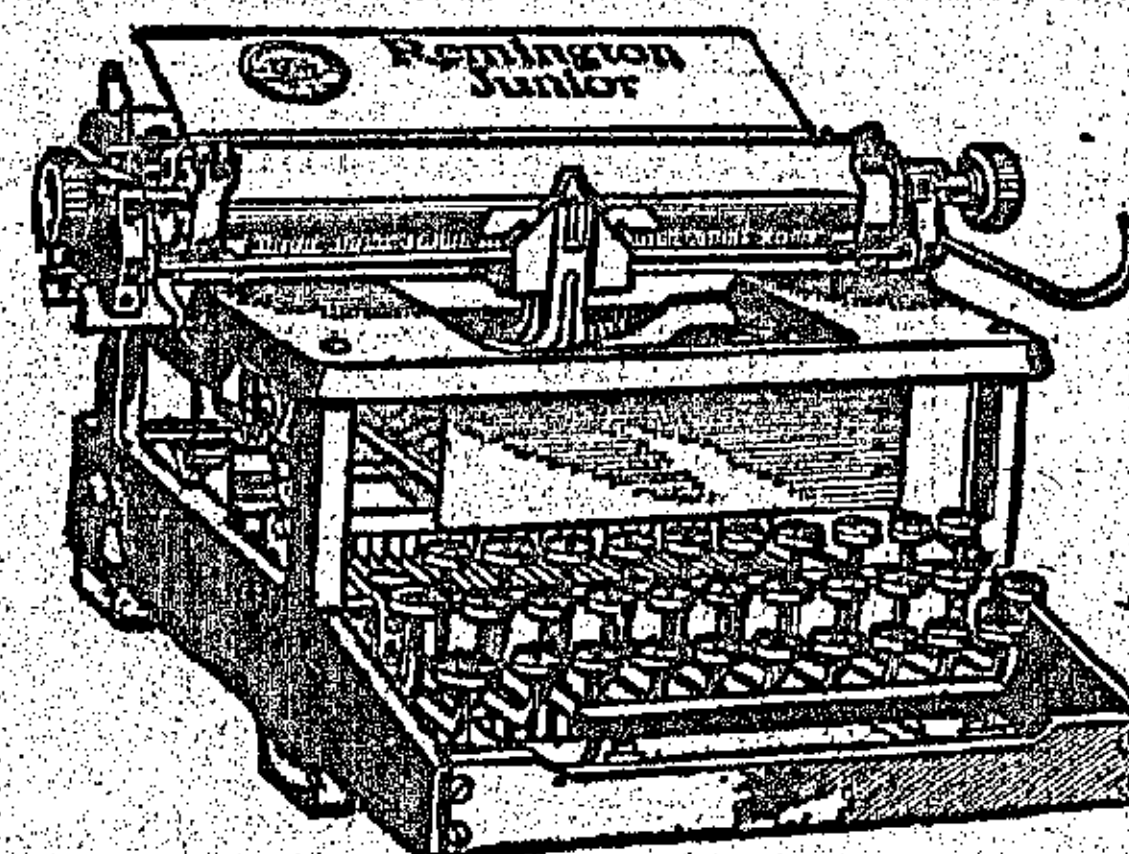
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case \$1 lbs.



The Remington "JUNIOR" is a typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Model.

It is built for the non-user, for the immense army of people who need a typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914.

[50]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF		MISSIONARY DIRECTORY, paper	
THE FAR EAST	.....\$10.00	cover	\$0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, cloth	1.25
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	8.50	FROM HONGKONG TO CANTON BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations	1.75
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.30	HONGKONG WEEKLY PRESS, half-yearly vol. bound	7.50
THE HONGKONG TYPHOON, Sept. 1885, 1886, Illustrated Account	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923	2.00
TEMPORARY MINING REGULATIONS IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1898—	1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	PLAN OF THE WEST RIVER	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladyship Relief Column	1.00	" " VICTORIA	1.00
WARRIORS' EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" " KOWLOON	0.75
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" " PEAK	0.75
TRADE MARK REGULATIONS IN CHINA	0.25	" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.55
		MAIL TABLES for 1914, on card	0.80
		" " " " on paper	0.35

NEW ADVERTISEMENTS

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO., LTD.

THE SHARE CERTIFICATE No. 6013
for TWENTY (20) SHARES numbered
68162/81, in the above Company standing in the
name of Mrs. LAURA M. HOLLAND, having been
Reported LOST, NOTICE IS HEREBY
GIVEN that unless the ORIGINAL
CERTIFICATE is produced within one
month from date hereof, it will thereafter be
held by the Company as NULL AND VOID,
and a NEW CERTIFICATE for the said
Shares will be issued.

W. S. BROWN,
Secretary.
Hongkong, 10th March, 1915. [417]

NOTICE

TRANSFER OF DEALERSHIP FOR
REMINGTON TYPEWRITERS.

WE beg to announce that Messrs.
SIMPSON & Co., in Liquidation, will
now discontinue the handling of Remington
Typewriters and Supplies, and that from this
date we have Appointed Messrs. MUSTARD
& Co., Hongkong, as exclusive Remington
dealers for Hongkong and South China.
Messrs. MUSTARD & Co. have for many
years acted, and are still acting, as Remington
dealers for North China with Head Office in
Shanghai, and in extending their Dealership to
South China we give our Customers the benefit
of being able to draw from local stocks which
will be carried at all important points.
Messrs. MUSTARD & Co. will shortly
open an Office and Showroom in Hongkong
for the sale of REMINGTON TYPE-
WRITERS and Typewriter Supplies, with a
staff who will give their undivided attention to
the Typewriter Business.
All contracts for the sale of Typewriters and
for Typewriter Repairs entered into by Messrs.
SIMPSON & Co. will be duly carried out by
Messrs. MUSTARD & Co.
Announcement of the location of the New
Remington Office will shortly be made. The
present address of the new dealers is—
Messrs. MUSTARD & Co.,
Care of BRITISH AMERICAN TOBACCO CO.,
16, Bank Buildings.
TELEPHONE 355.
REMINGTON TYPEWRITER CO., LTD.,
New York.
Hongkong, 23rd March, 1915. [418]

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA."
FROM SAN FRANCISCO, JAPAN PORTS
AND MANILA.

THE above-mentioned Vessel having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature and take immediate delivery of Cargo
from alongside. Cargo impeding discharge
will be landed immediately at Consignees' risk
and expense.
Cargo remaining undelivered THURSDAY,
25th March, at Noon, will be subject to landing
charges, and if undelivered MONDAY, 29th
March, at 5 p.m., will be subject to both landing
and storage charges.
No Fire Insurance whatever will be effected.
All claims and other damaged Cargo will
be examined at the above Company's Godown
SATURDAY, 27th March, at 10 A.M.
No Claims will be entertained unless accom-
panied by short delivery note or list of excep-
tions taken at the time of delivery to Consignees
and signed for and on behalf of the Pacific
Mail S.S. Co.
All Claims must be filed on or before
7th April, otherwise they will not be
recognized.
B. C. MOERTON,
Agent.
Hongkong, 23rd March, 1915. [18]

ORDER AT ONCE.

THE
DIRECTORY
AND
CHRONICLE
FOR CHINA, JAPAN, ETC.
FOR THE YEAR
1915.
INDISPENSABLE TO EVERY
BUSINESS MAN.
TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.
1,850 PAGES—PRICE \$10.
The alterations this year are unusually heavy,
owing to changes incidental to the War.
Hongkong, 16th March, 1915.

G. R.

NOTICE

ALL Persons applying to the PROVOST
MARSHAL for Passes are requested to
furnish to apply between the hours of 9 A.M. to
1 P.M. and 3 to 4 P.M. daily.
Hongkong, 16th February, 1915. [222]

WANTED.

BY European Firm doing large business in
Imports and Exports, a COMRADE
Security of \$50,000 required by Mortgage of
Landed Property in the Colony.
Apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Princes Buildings,
100, House Street,
Hongkong, 24th March, 1915. [413]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE

**THE THIRTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the above Company will be
held at the Office of the General Agents,
Parker's Street, TO-DAY (WEDNESDAY),
the 24th March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1914.
The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th
March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1915. [384]

LUZON SUGAR REFINING CO.,
LIMITED.

NOTICE

**THE THIRTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the above Company will be
held at the Office of the General Agents,
Parker's Street, TO-DAY (WEDNESDAY),
the 24th March, at 12.15 P.M., for the purpose
of receiving the Report and Statement of Accounts
for the year ending 31st December, 1914.
The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 4th March, 1915. [385]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

**THE FORTY-SIXTH MEETING OF
THE SHAREHOLDERS** in the Company
will be held at the Company's Office, No. 3,
Queen's Road Central, Victoria, TO-MORROW
(THURSDAY), 25th March, 1915, at 12 o'clock
Noon, for the purpose of receiving a Statement
of Accounts and the Report of the Directors for
the year ending 31st December, 1914.
The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 25th
March, both days inclusive.
By Order of the Board of Directors,
O. PEMBERTON,
Secretary.
Hongkong, 4th March, 1915. [386]

THE HONGKONG AND WHAMPOA
DOCK CO., LTD.

NOTICE

**THE ORDINARY YEARLY MEETING
OF THE SHAREHOLDERS** will be held in
the Office of the Company, 2, Queen's Buildings,
Connaught Road, Hongkong, on WEDNES-
DAY, the 31st March, 1915, at 11 o'clock A.M.,
for the purpose of receiving the Report of the
Directors and Statement of Accounts for the
year ending 31st December, 1914.
The TRANSFER BOOKS of the Company
will be CLOSED from the 24th to the 31st
March, 1915, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Secretary.
Hongkong, 17th March, 1915. [401]

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

**THE 31st ORDINARY ANNUAL
MEETING OF SHAREHOLDERS** in the above Company will be held at the
Company's Office, St. George's Building, 6,
Connaught Road, Victoria, on WEDNESDAY,
the 31st March, 1915, at 12 o'clock Noon, for
the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1914, and electing a Consulting Committee and
Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 29th
March, to WEDNESDAY, the 31st March,
1915, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th March, 1915. [400]

HONGKONG CLUB

NOTICE

**THE TWENTY-SEVENTH HALF-
YEARLY DRAWING OF 65 DEBEN-
TURES (1898 issue) of the HONGKONG
CLUB**, Payable on WEDNESDAY, the 31st
March, 1915, will be held in the Club House
at 11 o'clock A.M. TO-DAY (WEDNESDAY),
the 24th March, 1915.
Bearing of Debentures are invited to attend
the Drawing.
By Order,
E. DES VŒUX,
Secretary.
Hongkong, 13th March, 1915. [391]

FOR SALE.

ONE STOCK ANCHOR, about 5 tons
and 150 PATRONS of 2 1/2 inch CHAIN
with Shackles Complete. Condition good as new.
Apply—
HLOILO PILOTS' ASSOCIATION,
Hloilo, P.I.
Hongkong, 6th March, 1915. [370]

TO LET.

**"BISHOP'S LODGE SOUTH," No. 11,
THE PEAK**, Unfurnished, 5 Rooms,
BROOMS IN BEACONSFIELD on a three-
monthly tenancy, and 5, ELGIN TERRACE,
No. 1, GORGE HILL, No. 100, THE PEAK,
Furnished or Unfurnished, from 1st April, 1915.
"LOCATIONS" Austin Road, Kowloon.
"HILANDONAN," No. 54, Mount Kellett
Road, 6 Rooms, unfurnished.
No. 2, DES VŒUX VILLAS, 51, PEAK
(Unfurnished).
ROOMS, suitable for Offices, on the First
Floor of No. 3, Duddell Street.
No. 59, THE PEAK (CAMERON VILLAS).
Apply to—
LINTSEAD & DAVIS,
8th Floor, Alexandra Buildings,
Hongkong, 23rd March, 1915. [43]

HOUSES TO LET.

TO LET.

A HOUSE in Macdonnell Road.
Apply to—
"A. B. C."
Care of "Daily Press" Office,
Hongkong, 17th March, 1915. [397]

TO LET—FURNISHED.

FLAT in Queen's Gardens.
Apply to—
PERCY SMITH, SETH & FLEMING,
Hongkong, 17th March, 1915. [398]

TO LET.

A HOUSE at Observatory Villas, Kowloon.
Apply to—
AERATOON V. APCAR & Co.,
Hongkong, 16th March, 1915. [393]

TO LET.

**NO. 2 "ROSE TERRACE," Nathan Road,
Kowloon.**
No. 3, TORRES BUILDING, Kowloon.
Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 22nd March, 1915. [394]

TO LET.

GODOWN, No. 94, Praya East.
Apply—
KWONG SANG HONG, Ltd.,
No. 248, Des Vœux Road Central,
Hongkong, 18th February, 1915. [395]

TO LET.

**THE GROUND FLOOR OF No. 6, DES
VŒUX ROAD CENTRAL**, occupied
by Madame Gains, etc.
Apply to—
DAVID SARSOON & Co., Ltd.,
Hongkong, 10th February, 1915. [392]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE.
Furnished and newly done up.
Apply—
H. E. POLLOCK,
Prince's Building,
Hongkong, 20th January, 1915. [63]

TO LET.

A HOUSE in Knaresford Terrace,
Kowloon.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [45]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PARANBY,
No. 1, Duddell Street,
Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 168, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [64]

TO LET—FURNISHED.

**BISHOP'S LODGE NORTH, No. 12, THE
PEAK.** From 1st May on.
For further particulars apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor,
Hongkong, 30th January, 1915. [229]

QUEEN'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank,
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [35]

TO LET.

FLATS in Nathan Road, Kowloon.
"FENTYHEW," Minden Row, Kowloon,
6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon,
6-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphrey's
Avenue, Gordon Terrace and Salisbury Avenue,
Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings,
Hongkong, 4th March, 1915. [289]

TO LET.

HOUSES in CLIFTON GARDENS,
Conduit Road.
OFFICES, facing the Harbour between the
Hongkong Club and Post Office.
26, WONG-NEL-CHONG ROAD.
HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.,
Hongkong, 1st March, 1915. [88]

TO LET.

**IN ALEXANDRA BUILDINGS,
VERY CONVENIENT OFFICES
and ROOMS.** Including a Fine Commodious
Suite.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [38]

TO LET.

OFFICES in St. GEORGE'S BUILDING,
Second Floor, overlooking Harbour,
immediate possession.
Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 23rd December, 1914. [39]

INTIMATION

**A. S. WATSON
& CO., LTD.**

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE	...\$30.40	\$2.65
* B. SUPERIOR OLD COGNAC	... 33.70	2.60
* WATSON'S XXX COGNAC	... 34.80	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	... 37.00	1.60
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	... 40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC	... 46.80	4.00
* BOUTELLEAU'S CHAMPAGNE LIQUEUR	... 52.40	4.55
* E. FINEST OLD BROWN BRANDY	... 53.50	4.55
MARIE BRIZARD and BOGERS' FINE PALE COGNAC	... 31.50	2.85
S. V. F. V. O. COGNAC	79.70	6.65
V. O. L. 60 Years Old	...119.20	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	... 167.50	13.15

* These Brandy bottled by
ourselves are guaranteed Grape
Spirit and of Pot Still Distillation.

**A. S. WATSON & CO.,
LIMITED,
HONGKONG AND CHINA.**

MARRIAGE.

REYNOLDS-GREGSON.—On 22nd March, at
St. John's Cathedral, Hongkong,
WALTER GRAHAM REYNOLDS, M.A.C.S.,
Eng., L.R.O.P., London, son of the
late Frank William Reynolds,
London, to LILIAN ALICE, daughter of
THOMAS GREGSON, Blackpool. [415]

HONGKONG OFFICE: 104, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 24TH, 1915.

WAR AND THE SOCIAL
STATE.

Is war a concomitant of progress or is
it a disease? This seems to be a ques-
tion which is creating much difference of
opinion in Europe. On one side are
the pacifists, who regard war as destruc-
tive of the surplus labour of man and
thus as leading to a delay, if not an actual
setback, in progress. On the other side
are the disciples of *Machtpolitik*, who
apparently claim that real progress is
towards the physical development of the
human race, including in physical both
mind and body, without equal develop-
ment of which it is claimed there can be
no real progress. Unless the best races
find their place in the sun, according to
these disputants—the best races being those
who possess the highest average of mental
and bodily powers—we shall arrive either
at a stage where the mental development
has quite outstripped the physical, ending
in a kind of race suicide, or at a stage
where the physical development has
swamped the mental, and rebarbarisation
is an accomplished fact and retrogression
inevitable. This last probability is so
very remote that only the first need be
considered. Putting this aside for the
moment, let us consider how these prin-
ciples affect the attitude of the disciples
of *Machtpolitik* towards war. The atti-
tude of the two sides may be briefly sum-
med up by saying that while the pacifists
regard war as an absolute evil, the other
side regard it as only a comparative evil,
or even, under certain circumstances, as
a positive benefit, in preventing that
stagnation which must lead to extinction.
In attempting to strengthen this argu-
ment they even go so far as to
claim that the preparations for war in
time of peace have materially assisted

man's progress in the direction of giving
him a greater command over those
mechanical appliances which play so
large a part in modern life. War is thus
not a disease but a natural accompani-
ment of progress—without which, indeed,
progress would be impossible. It will be
noticed that this argument implies that
while there can be, and is, human pro-
gress, there is no progress in the means of
progress: that the methods which brought
about the present conditions must neces-
sarily be the methods which will take us
further on the road. Yet there is much
to be said against this contention. How
can we define any particular method of
progress as artificial, seeing that all
methods arise from Nature? The produc-
tions of the horticulturist are no less
natural than the flowers that grow wild
in the fields, since they are produced by
the methods provided by Nature. Thus,
even if we grant that war was at one time
an unavoidable means for producing the
best races of mankind, it does not neces-
sarily follow that it still remains the best
method. If the pacifists can show that
progress can be made without war, that a
proper balance between physical and
mental powers can be preserved without
recourse to force, and that the loss suf-
fered by war far outweighs any real good
achieved, even if such good exists, then
we may consider that they have proved
their case and that war has now become a
disease which requires to be extirpated.
Now it is a fact that modern war serves
to destroy rather than to preserve the
balance between the mental and physical
powers, owing to the fact that the im-
mense losses suffered rob the nations of a
good proportion of their finest specimens
of manhood. The purely physical side is
thus weakened, and the mental side pro-
portionately strengthened. A state of
peace, on the other hand, serves to main-
tain the balance, for whatever pessimists
may say as to the degeneracy of the
human race, our acquaintance with the
"noble savage" does not lead us to share
their opinions. The fact is that war
tends rather to upset the balance than to
restore it; that the natural forces at work are
the most efficient means for maintaining
that balance which we agree is necessary
for the existence of the human race. As
for the survival of the best nations in
times of peace, it may be pointed out that
this greatly depends upon how we define
the best nations. In savage times the
best nation might be the one that showed
the greatest skill and the greatest cunning
in snaring or killing the wild animals
necessary for food. In the more varied
conditions of modern life such a nation
would not meet the requirements of the
environment. Thus the best nation in
time of war is not necessarily the best
nation in time of peace, and as peace is
the normal condition, the endeavour to
maintain a nation in a constant warlike
condition can only lead to a delay in its
progress. It is not necessary to look far
to see examples of this. Our material,
if not our moral, progress depends upon
the accumulation of the surplus of our
labour—that is, the power of each person
to perform more labour than is required
for the maintenance of himself and those
dependent upon him. Now, war un-
doubtedly tends to destroy this surplus—
in fact, without the existence of such a
surplus the immense armies of modern
warfare could not be put into the field.
Thus war, so far from making for pro-
gress, rather tends to produce a state of
stagnation, the effect of which is felt long
after the war has come to an end, as much
by the victors as by the vanquished. In-
deed, it is possible for the vanquished to
make a quicker recovery than the victors,
who are naturally, in the flush of their
victory, inclined to overlook the material
setback they have suffered. War is thus
an anomaly, if not an actual disease afflic-
ting the social state. In our unequal
moral progress it is perhaps inevitable
that it should remain to afflict mankind,
but that it should be glorified into a means
of progress is a perversion of the truth
which should not deceive the world.

Another three days' auction of a large
and valuable collection of antique china
and curios is announced by Mr. George
Lammert for next week. Particulars will
be found in the advertisement on page 2.

The Hon. Treasurer of the Allied
Memorial and Affiliated Hospitals begs
to acknowledge with thanks the following
donations to the funds of the hospitals:—
Hongkong Cigar Store \$20

At the Magistrate's yesterday, a
Chinese was charged with stealing 70 cents
from another Chinese in a manner which
is becoming very common. He hustled
his man, slit his pocket with a knife, and
the money had changed hands. A
sentence of two months' hard labour was
passed.

Messrs. Mustard & Co. of Shanghai, to
whom the agency for Remington Type-
writers in Hongkong and South China
has been transferred, announce that they
intend to shortly open an office and show-
room in Hongkong.

As will be seen from our advertising
columns, the 37th ordinary annual meet-
ing of the shareholders of the China
Sugar Refining Co., Ltd. is to be held at
the offices of the general agents (Messrs.
Jardine, Matheson & Co., Ltd.), at noon
to-day.

Holding that Dr. Nishigaki, a Japanese
assistant to Dr. Stafford in St. Luke's
Hospital, Manila, was probably the
principal in the illegal importation of
nearly P.1,000 worth of silks, satins, and
embroideries, Judge Campbell last week
imposed a fine of P.400 on Nishigaki and
subsidiary imprisonment in the event of
non-payment of the fine.

A Manila contemporary referring to
the sale of the *Rubi* and *Zahro* to the firm
of Andrew Weir & Co. says:—"Captain
James Miller is to retain command of
the *Rubi*. As the vessels are to fly their
American flag on the voyage to Great
Britain, it is believed that complications
will set in should the vessels be attacked
by German ships or mines."

On Monday evening the Women's
Catholic League of Hongkong presented
addresses to Mrs. Maitland, who is
shortly leaving for England on holiday,
and to Major Bowen A.P.D., who is
leaving the Colony on transfer, as a token
of their appreciation of the valuable help
they have rendered to the various activi-
ties of the League. His Lordship Bishop
Pozzo referred to Major Bowen's de-
parture as a loss to the Church in Hong-
kong and a personal loss to himself.

CORRESPONDENCE.

THE PRIVET NUISANCE.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, March 23rd, 1915.

SIR,—Referring to "Victim's" letter
in to-day's issue of the *Daily Press* re-
garding the Privet nuisance, I can inform
him that to the best of my belief I am a
further victim to the "perfum" of the
obnoxious shrub. I happened to pay a
visit to the Peak district on Sunday, and
in the evening was suddenly seized with
a cold, the symptoms of which correspond
with those described by previous sufferers
from what I may call the "Privet" cold.
I feel perfectly convinced that the cold
was caused through no other agency than
the flower of the Privet, and the sugges-
tion made at about this time last year
that a thorough investigation should be
conducted into the question now finds in
me a hearty supporter.—I am, Sir, yours
faithfully,

ANOTHER VICTIM.

A CHINESE FORTUNE-TELLER.

ATTEMPTS SUICIDE BECAUSE
FORECASTS DISPLEASE
CLIENTS.

The life of a Chinese fortune-teller is
by no means a happy one, for should his
clients be displeased at his forecasts they
promptly take reprisals and transfer
their custom to a crystal gazer who
predicts a more rosy future. Such a
proceeding almost resulted in the death
of the fortune-teller of the Yau-mai
temple. For many years he had been able
to retain a most satisfactory clientele as
the result of his pleasant predictions.
Suddenly, his powers changed, clients
were told all sorts of horrible things, and
their futures were all dark and gloomy.
The reprisal came, the fortune-teller
waited at the temple in vain; his finances
dwindled and then melancholia followed.
In a fit of desperation the old man
attempted to take his life by cutting his
throat with a razor, and he now lies at
the Government Civil Hospital.

BIG FIRE IN MANILA.

A big fire broke out on Saturday eve-
ning at six o'clock in the large brick bodega
occupied by E. Shulz & Company, the
Pacific Commercial Company and the
Manila Button Factory at Manila.

The loss from damage to goods stored
in the bodega, which is situated at the
left hand corner of the block near the
Binondo lift bridge, going toward the
custom house, is estimated at approxi-
mately P.150,000, and the damage to the
building, which was completely gutted,
has been placed at P.50,000, a total of
P.200,000; the greater part of which
amount is covered by insurance.
Messrs. Shulz & Co. had approximately
P.100,000 of hemp and tobacco stored in
the building.

THE WAR.

FALL OF PRZEMYSL.

A SIX MONTHS' SIEGE.

ZEPPELINS IN FRANCE.

JAPAN AND CHINA.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MINING WARFARE.

AND HAND-TO-HAND FIGHTING.

LONDON, March 22nd.
4.55 p.m.

To-day's Paris communiqué states:—A German attack took some sections of trenches at Notre Dame d'Ortois. We counter-attacked and recaptured them. Our mining warfare at La Boisselle is progressing.

Fifty shells fell on Rheims on Sunday. We inflicted two serious reverses on the enemy in Argonne, and we blew up, near Bagatelle, three mines. Two companies stormed the trench and maintained the position despite strong counter-attacks.

A quarter of a mile away the Germans counter-mined and attacked. Hot hand-to-hand fighting ensued, and the Germans were hurled back, despite reinforcements. Then, when they were retiring, our artillery caught them and inflicted very heavy losses.

MORE ZEPPELIN SCARES IN PARIS.

LONDON, March 23rd.

A telegram from Paris reports that a Zeppelin dropped a bomb at Villers Coterets last night.

The alarm was given in Paris where lights were extinguished at nine o'clock. People crowded in the streets despite Police warnings, but the Zeppelin did not arrive and lighting was restored.

LATER.

A second alarm was given at 11 p.m. Lights were extinguished on a report being received that two Zeppelins had been sighted in Oise, one proceeding towards Amiens and the other towards Compiègne.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FALL OF PRZEMYSL.

FAMINE CONDITIONS IN THE GARRISON.

LONDON, March 22nd.

A Petrograd communiqué states that Przemyśl has surrendered.

In celebration of this success a solemn Te Deum was held at the Russian Headquarters, H.I.M. the Czar attending.

Przemyśl surrendered after holding out for six months.

This is regarded as a most important success at an opportune moment for the Russians. The booty was large.

The garrison is estimated at 25,000, and there are twelve villages within the fortress.

The success was achieved at minimum cost.

A message from Petrograd states that the latest prisoners say that famine prevailed at Przemyśl. They were without bread and meat and there were no animals except the officers' horses, though game was sometimes bagged, the soldiers living on tinned food, some of which was brought by aircraft.

They suffered from typhoid and other diseases, and consequently the troops were greatly discontented. The prisoners declared that the recent sorties were an extravagant waste of ammunition, and were due to the desire of the Commanders to terminate the situation.

[THROUGH REUTER'S AGENCY.]

SIR EDWARD GREY ON THE WAR.

GERMANY'S RESPONSIBILITY.

LONDON, March 22nd.

Sir Edward Grey, the Secretary of State for Foreign Affairs, speaking upon the origin and issue of the war, affirmed with emphasis that all trouble might have been avoided by holding a European Conference. Germany, in the light of her experience at the Balkan Conference, knew that she could count upon Great Britain's good will in such an event, but she rejected every suggestion made for a peaceful solution of the situation that had arisen. Upon her, therefore, rests for all time the appalling responsibility for the war.

This, Sir Edward went on to declare amid loud cheers, is the fourth time within the memory of living man that Prussia has made war upon Europe, and we are determined that it shall be the last. (Loud cheers.)

Sir Edward Grey added that it would have been far easier to settle the dispute between Austria and Serbia, which Germany had made the occasion of war, than it was to successfully get through the Balkan crisis. Germany then knew that we sought no diplomatic triumph, we did not give ourselves to any intrigue, we pursued impartially and honourably the end of peace. We were ready last July to do the same again. We find given in recent years to Germany every assurance that no aggression put upon her would receive any support from us. We had withheld from her but one thing, namely, an unconditional promise to stand aside, however aggressive Germany herself might be to her neighbours.

France, Italy and Russia were ready in July to accept the Conference. We knew that after the British proposals for a Conference were made the Tsar himself proposed to the Kaiser that the dispute should be referred to The Hague. We now know that the German Government was prepared for war as only people who planned could prepare.

Sir Edward continued: Long before the war we had given Belgium a pledge that never would we violate her neutrality so long as it was respected by others. If Germany invaded Belgium we were bound to oppose Germany with all our strength. If we had not done so at the first moment when Germany attacked the Belgians, shot non-combatants, ravaged the country, and violated all the rules of humanity, was there anyone who thought it possible now that we could have sat still and have looked on without eternal disgrace?

One essential condition in the terms of peace must be the restoration to Belgium of her independence, her national life, the free possession of her territory, and reparation as far as possible for the cruel wrong done to her. The great issue for which the Allies were fighting was that the nations of Europe should be free to live independent lives, working out their own form of government and their own national development, whether they be great or small States, in full liberty. (Loud cheers.) The German ideal was that the Germans were a superior people, to whom all things were lawful in securing power and against whom any resistance was unlawful.

The Germans aimed at establishing domination over the nations on the Continent, imposing not liberty for every nation but subservience to Germany. But he would rather perish or leave the Continent altogether than live under such conditions. (Cheers.) After the war, and the other nations of Europe, must be free to live not menaced continually by talk of Supreme War Lords, shining armour, rattling the sword in the scabbard, and the continual invoking of Heaven as an accomplice of Germany. Neither would we have our policy dictated nor the national destinies and activities controlled by Military castes.

We claimed that the Allies would secure for Europe the right of different nations to independent sovereignty and the right to pursue their national existence, not under the shadow of Prussian hegemony and supremacy, but in right of equal liberty.

The Foreign Minister concluded with a tribute to the splendid courage and patriotism of our Allies, and said there was no nobler opportunity of serving one's country than when its existence was at stake, and when its case was just and right. Never was there a time in our national history when there was a crisis so great, and so imperative, or the cause more just and right. (Loud cheers.)

LATE TELEGRAMS.

[FROM SOUTHERN PAPERS.]

BATTLE OF NEUVE CHAPELLE.

THRILLING DESCRIPTION BY EYE-WITNESS.

ENEMY SHAKEN BY A TERRIBLE FIRE.

LONDON, March 13th.

Eye-Witness at headquarters describes the British success at Neuve Chapelle. The battle began at 7.30 a.m. on Wednesday with a bombardment by a large number of guns and howitzers. Our men describe this fire as the most tremendous, both from a point of noise and actual effect, that they had ever seen or heard. Shrieking shells and their explosions were continuous and the thunder of batteries was all merged in one great volume of sound. Discharges from the guns were so rapid that they sounded like the fire of a gigantic machine-gun. During the 35 minutes' duration our men were able to show themselves freely and even to walk about in perfect safety. Then the signal for an attack was given and in less than half an hour almost the whole of the elaborate series of German trenches in and around Neuve Chapelle were in our hands. There was scarcely any resistance except at one point. Some of the trenches were literally blotted out and filled with dead and dying, partially buried by earth and debris. The majority of the survivors was in no mood for further fighting.

SPLENDID CO-OPERATION. North-east of the village, however, a body of Germans was encountered in some enclosures and continued to resist for a few hours. Three attacks, delivered with extreme gallantry, failed to dislodge the enemy, but by noon the arrival of reinforcements drove the Germans from their last stronghold in the village. This part of the fighting was remarkable for the manner in which every part of the attacking line afforded one another mutual support. Meanwhile, from the direction of Richebourg, a similar advance was made towards Bois du Biez, a small rectangular wood a thousand yards south-east of Neuve Chapelle. Here, also, there was little resistance and our line reached four hundred yards from the wood to the troops who seized Neuve Chapelle and advanced in the afternoon still further eastward, gaining nearly four hundred yards, while northward of the village our forward movement progressed a considerable distance. Fighting continued long after darkness.

GERMANS DISHEARTENED. The enemy is now thoroughly shaken and in some parts is surrendering in groups. The Germans throughout the day continued to resist in a strong position at an angle of the cross-roads southward of the village, where there was a perfect network of trenches and barbed-wire, known as Port Arthur. A hard struggle raged for some hours around it, until at 5.30 p.m. it was stormed with the bayonet.

ARMY'S REMARKABLE FEATS. Our airmen made two remarkable feats, one, flying at a height of only 150 feet, bombed an important railway bridge over the Meuse, destroying one of the piers. Another flying over Courtrai railway junction completely wrecked the station. Both points were of vital importance to German communications. German batteries on this day made no effective reply to our guns. Fighting was continued on Thursday almost with equal fierceness. The enemy attempted counter-attacks, especially from Bois du Biez, but our guns replied with such effect that the Germans would not emerge.

FOLLOWING UP A VICTORY. We again had slight gains, though the situation was mostly the same as on the previous day. The enemy's resistance had stiffened, but all efforts to deprive us of the positions gained were repulsed with loss. The German artillery is now more active. Neuve Chapelle was heavily shelled and the whole line swept with shrapnel. It is difficult to give an idea of the result of this striking success upon the men. They are paying off old scores inflicted by the enemy, something of the ordeal he inflicted on us in the earlier stages of the war. The enemy this time is being beaten on the run and it was the consciousness of this which filled hospitals and ambulances with the cheeriest crowd of wounded ever seen there.

PURCHASE OF INDIGO.

LONDON, March 13th.

In order to mitigate the effects of the shortage of indigo for dyeing, due to the war, and to prevent speculative holding up of natural indigo, the Government has acquired the greater part of the crop now coming forward for the dye users of Great Britain.

FRANCE AND TEMPERANCE.

LONDON, March 13th.

The French Chamber has passed bills prohibiting the manufacture of absinthe and revoking the naturalisation of natives in enemy countries.

LORD HALDANE AND INDIA.

LONDON, March 13th.

Lord Haldane, speaking at a reception of Indian students by the hospitality committee, at Lord Brasse's residence, said that we required all the skill and energy we possessed in fighting for our liberties and lives against a great nation which, after contributing so much to the knowledge of civilisation, appeared to us to have gone mad. The Empire was held together by moral, and not by material forces, and the prophecies of their failure at a critical moment had been signally falsified. Indian soldiers were fighting for the liberties of humanity as much as we ourselves. India had freely given her lives and treasure in humanity's great cause, hence things could not be left as they were. We had been thrown together by this mighty struggle and had been made to realise our oneness, so producing relations between India and England which were not existent before. Our victory would be the victory of the Empire as a whole and it could not fail to raise it to a higher level.

THE "PRINZ EITEL."

LONDON, March 13th.

The U.S. Government keeps secret the time allowed to the *Prinz Eitel Friedrich* to repair. The latter's captain has detained two of the *Frye*'s crew on the ground that they are Germans and liable to service. Count von Bernstorff, the German Ambassador, defends the sinking of the *Frye* on the ground that it was in accordance with the Declaration of London.

THE SUBMARINING OF THE "HARTDALE."

LONDON, March 15th.

A message from Belfast says:—The steamer *Hartdale* was halted by a submarine at five o'clock in the morning and the crew were given ten minutes in which to quit. The captain refused and attacked his course and steamed at full speed, zigzagging and watching for an opportunity of ramming the submarine. The latter kept astern, and repeated its challenge, simultaneously firing rifles. The *Hartdale* was still obdurate, and the submarine torpedoed her amidships. There was a terrific explosion. The captain ordered the men to the boats, but remained on the bridge with the mate. When the *Hartdale* was awash he jumped into the sea. The submarine rescued four swimmers.

TERRIBLE CONDITIONS IN SERBIA.

LONDON, March 15th.

The Scottish lady international golf player, Miss Madge Fraser, has died in Serbia, where she was nursing. Sir Thomas Lipton, who took a Red Cross party to Serbia, in a letter says the hospitals are full of patients. Reuter's Athens correspondent says many doctors have died in Serbia. An American doctor committed suicide while in a delirium. One hundred French doctors are coming to fight disease. Lady Wimborne's party of doctors and nurses are now in Salonika en route to Serbia. An epidemic, which was introduced by the Austrians, is now diminishing. Greek and Bulgarian authorities are taking measures against the introduction of disease.

WAR AND TRADE.

LONDON, March 15th.

The *Daily Telegraph*, in an article on the effects of the war on manufacturing centres, says that the impression in the Lancashire cotton industry is that the immediate worst is past and an improvement has begun.

TEMPTING BULGARIA.

LONDON, March 15th.

The *Daily Mail* publishes a message from Sofia stating that Kaidi Bey proposed to Bulgaria that she should occupy Turkish territory north of the Egean-Medea line on condition that she simultaneously occupied Macedonia. Bulgaria declined.

JAPAN AND CHINA.

GERMAN PRESS EXPLOITING THE SITUATION.

The German Press, as might be expected, is exploiting the Japanese demands upon China. Under the heading, "A Japanese Protectorate over China," the *Cologne Gazette* refers as follows to *The Times* telegram from Peking:—

"If this news is confirmed, it means no more and no less than that Japan desires to erect a monopoly in the Far East. She desires to bring the whole Chinese Empire under her political suzerainty and to exploit it without any rivals. To this end Russia, England, and the United States are to withdraw from the Far East. Russia loses not only her last hopes of Manchuria, but also Eastern Mongolia. In Shantung not only German but also American influence is to give way to Japanese. England is driven out of the Yangtze Valley. These are demands of such enormous extent that the mind can hardly conceive them. We might easily think of the punishment which has thus fallen upon our enemies. But we think of the position of the white man in the Far East, which would now be lost beyond hope, and we lament the blindness of our enemies which has brought such a catastrophe for our race within the range of possibility."

STEAMER THAT DEFIED THE PIRATES.

EXCEPTIONAL RECOGNITION FOR BLUE FUNNEL CAPTAIN.

We have previously mentioned that the splendid example to the merchant service set by Captain W. H. Probert, master of the Blue Funnel steamship *Laertes*, when he was ordered to stop by a German submarine off the coast of Holland, has received prompt and striking recognition.

Following is the communication in which the Secretary of the Admiralty made the announcement:—

Captain William Henry Probert, of the steamship *Laertes*, having been granted a temporary commission as lieutenant in the Royal Naval Reserve as from February 10th, 1915, the King has been graciously pleased to award him the Distinguished Service Cross for his gallant and spirited conduct in command of his unarmed ship when exposed to attack by the gunfire and torpedo of a German submarine on the 10th inst.

The Admiralty has conveyed to Captain Probert and the officers and men under his command an expression of high appreciation of their conduct, and has bestowed upon each officer a gold watch. A complimentary gratuity of £3 has also been made to every member of the crew.

This exceptional recognition is intended to mark the example set by this merchant vessel.

Captain Probert's pay as a lieutenant in the Royal Naval Reserve will be 10s. a day.

ELECTRICAL GENERATING STATIONS IN CHINA.

LECTURE BY PROFESSOR C. A. MIDDLETON SMITH.

Professor C. A. Middleton Smith, M. Sc., (Taikee Professor of Engineering at the University of Hongkong) read a paper last night before the members of the Local Centre of the Institution of Electrical Engineers on the subject of "Electrical Generating Stations in China."

Professor Smith, in the course of the paper, said that in the whole of China there are only three places in which modern industrialism is even attempted on any large scale such as is common in towns of, say, 50,000 inhabitants. These places are Hongkong, Shanghai and Hankow. In these places the work of the electrical engineer is very much in evidence. Object lessons, hundreds of miles apart, are thus provided for the Chinese, and it was only fair to add that these object lessons are viewed with great interest. The lecturer described the electrical installations in Hongkong, Canton and Shanghai, and gave some particulars as to the electrical business done by some of the leading firms as affording some general indications of development.

Professor Smith's general conclusions were set forth as follows:—

After two years of study of the subject, the writer has the impression that at present the demand for electrical apparatus in China is all on a comparatively small scale. Shanghai is the one great exception. Commercial men in Britain might possibly be pessimistic about the outlook, as they read these figures, but there are two or three factors to be remembered which may make them take a rather more rosy view of the future prospects in China.

(1).—There is a desire, among all classes of the Chinese to have electric light, and experience in and around Hongkong seems to prove that they are quite willing to use and pay for it, at even extravagant prices.

(2).—The plants already installed are having an educational effect. In nearly all cases extensions are contemplated.

(3).—The Chinese are particularly anxious to adopt applied science, work; during the last few years the shrewd business men in the coast ports have been repeating vaguely, but sincerely, "there is money in it." It is to be hoped that the Chinese will not blindly adopt all things European, but that it is almost certain that they will extend greatly the use of electricity. A responsibility rests with Europeans in the treaty ports to educate them in this work. Thousands of Chinese are turned away from popular lectures in Canton and other cities on "Electric lighting." Can we imagine tens of thousands of Londoners going to the Albert Hall to listen to a lecture on such a subject?

(4).—The simple statement that, of the 167 students in the Hongkong University, 92 have selected engineering as a profession, shows quite clearly the direction of the thoughts of the more progressive parents.

(5).—Twenty-five years ago most of the supply stations in Great Britain were installing units of about the size of those now being used in China.

Up till the present there has been practically nothing in the nature of an educative campaign on behalf of electrical machinery in China. This local section might reasonably be expected to do its utmost to further electric science in the Far East. There are difficulties, financial and administrative, to be overcome before this market is greatly increased, but the greatest difficulty of all is to provide object lessons to the Chinese, and to supply information and unbiased advice. In the furtherance of that work the Engineering Department of the Hongkong University will be happy to do its utmost, as we feel that it will be greatly to the advantage of China if the quantity of electrical apparatus sent out here is increased.

It is always very dangerous to attempt to forecast the future, but it would seem that the outlook is particularly good. The large numbers of Chinese students who are now being trained in engineering work will explain to their countrymen what is common practice in other countries; they will educate and influence many people to use electricity, and they will explain to their friends and relatives that money is to be made by initiating supply schemes. Many of them should be able to find employment as agents, shall we say technical compradores, or, later on, partners with European firms in the East. They should be able to secure orders where Europeans cannot obtain an entrée.

The large oil companies are busily extending their market all over China. Possibly, the immediate developments inland will be brought about by the use of oil engines or water turbines. The use of coal inland is not probable even in the immediate future. Even in South China it is necessary to use Japanese coal, and the price seems to be about \$10 (one pound) per ton. The fuel problem is one that will be solved easily, when the Chinese begin to properly develop their own natural resources. At present it is serious, but it does seem to be a fact that the Chinese are willing to pay for electric lighting, and so the price of fuel is not so vital as at first might seem to be the case. The electrical engineer has to compete only with such crude illuminants as the candle and oil lamp.

The question of standardisation of supply systems is much too large a matter to deal with in this paper, but it might well form the subject of a contribution to this local section later on. At present Hongkong has a supply system with 75 cycles single phase, while Kowloon, just across the water, is able to supply 6 phase 60 cycle motors. Is it too much to hope that some effort will be made to obtain some uniformity in order that salesmen of electrical goods may not have to keep many stocks of the same article?

Cutler Palmer & Co.
The Wine Merchants of the East.

MAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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BEWARE OF
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SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
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G. MOUSSION,
15, MORRISON HILL ROAD.

YEW LEE.
AIR CREW AND L. HANSEN.
STEVEDORES, SHIP-CHANDLERS
AND COMMODORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914.

NEW CARTRIDGES.
BY popular English Manufacturers
In all Bore and Sizes.
SMOKELESS POWDER AND CHILLED
SHOT. From No. 10 to .55SG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection invited.
W. SCHMIDT & Co.
Hongkong, 4th February, 1915.

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219
Hongkong, 4th February, 1915.

ON SALE.
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY to DECEMBER,
1914. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 22nd January, 1915.

Bovril develops big reserves of strength

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

OREGON PINE.
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LIME JUICE**

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POWDER**

IT SOMETIMES
HAPPENS

Mother! Mother! Mother!
Sprinkle Keating's over me
For I've been on a street car
And caught a hungry fly.

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**VAN HOUTEN'S
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It is so strengthening and
refreshing
A delicious flavouring also
for puddings and pastry
Let Cook use it!



BRITISH GROWN GROUND- NUTS.

NEW MARKETS.

The chief countries of the world from which ground-nuts are exported are, in order of importance, India, Senegal, Gambia, China and Nigeria.

The quantities in the latest years for which statistics are available were as follows:—

	Cwts.	£
India (1913-14)	5,538,120	3,254,246
Senegal (1912)	3,535,823	1,846,629
Gambia (1912)	1,538,323	502,958
China (1912)	1,019,048	549,221
Nigeria (1913)	335,760	174,716

The exports from the chief producing

countries in the British Empire, viz., India, Gambia and Nigeria, form therefore the very considerable total of over 7 million cwts., valued at nearly £4,000,000. In addition, attention is being given to this crop in other parts of the Empire, notably the Sudan, Uganda, the East Africa Protectorate, Nyasaland, Rhodesia, Natal, and the West Indies.

The chief reason for this is that ground-nuts, like other leguminous crops, add nitrogen to the soil on which they are grown, and therefore form a desirable feature in a proper rotation of crops. It is true that other leguminous crops, such as beans, might be selected for this purpose, but the great majority of beans suitable for cultivation by natives in the Tropics fetch low prices and will not bear the cost of transport to Europe. There has, therefore, been a slowly but steadily increasing production of ground-nuts in the tropical parts of the British Empire in recent years. Unfortunately, this has not been accompanied by any serious attempt to widen the field of consumption.

The chief importing countries for ground-nuts, in order of importance, before the war were France, Germany and Holland, and the most important crushing centres, also in order of importance, were Marseilles, Bordeaux, Dunkirk, Hamburg and Delft. The first-named port receives about two-thirds of the total quantity of ground-nuts imported into France, and crushes a greater weight of ground-nuts than of all other oil-seeds added together.

The total quantity of ground-nuts imported into France in 1912 was 9,562,054 cwts., valued at £9,599,899.

The quantity received in Germany in the same year was 1,930,178 cwts. worth £1,318,950.

The imports into the United Kingdom are not separately shown in the trade returns for the United Kingdom, but it is certain that they are quite small. It is very desirable now that a market should be created in the United Kingdom for Indian and other British grown ground-nuts. It is stated that a quantity of the Indian nuts has recently been imported into Hull for the production of ground-nut oil, but the amount so far disposed of in this way is small in comparison with the supply available in India.

The ground-nuts imported into the United Kingdom in normal times are mainly used either in confectionery (as a cheap substitute for almonds and pistachio nuts), or as edible nuts. For the latter purpose it is probable that the consumption of the nuts could be largely extended, if dealers could be induced to take an interest in the product and push its sale. In the United States, there is a very large consumption of these nuts for edible purposes. In view of the increasing popularity of prepared foods, and especially of nuts foods of various kinds, in the United Kingdom, it should be possible to use much larger quantities of ground-nuts in this country in preference to the various other kinds of edible nuts now imported from foreign countries.

In West Africa and other countries where ground-nuts are grown, the blanching of kernels are often used as a vegetable, especially in the form of ground-nut soup, and their use in this way in Europe might be largely extended.

At the present time when foodstuffs of all kinds are rising in price it is desirable that attention should be directed to new sources of supply. In this connection ground-nut kernels, which can be prepared in a great variety of pleasant forms, and are moreover, highly nutritious, should be of great importance.

The chief methods of using ground-nuts in Europe is as a source of oil and feed in cake, and it is for this purpose that the great bulk of the ground-nuts imported into Marseilles is employed. The oil, when prepared from fresh nuts of good quality, is used as an edible and salad oil, and for cooking and other similar purposes. The inferior qualities are used mainly for soap making.

The cake left on expressing the oil from the kernels is used as a feeding stuff, and is one of the richest feeding cakes known.

A BRITISH PILOTS BRAVERY.

A thrilling story of the heroism of a British pilot who was wounded during the recent Turkish attack on the Suez Canal is related by the *Daily News* and *Leader* correspondent. The second 6-inch high explosive shell which struck H.M.S. *Hardinge* exploded within a few feet of the navigation of the boat from the bridge. It took off his left leg above the knee and seriously injured his left arm.

"Bring me a chair and I'll get on with the job. You don't suppose a thing like that would stop me, do you?" said Carew, with a grim smile, as they lifted him from the deck. While the ship's surgeon dressed the stump of Carew's leg and bandaged the lacerated arm the pilot continued calmly to direct the boat's course, even insisting at one point on turning the wheel with the still useful arm. Then he fainted and was carried below. Carew is now doing well in hospital at Ismailia.

"THE PRESSURE ON GERMANY'S HEART."

WHAT THE NAVY HAS DONE.

Since the outbreak of war the British Navy had achieved the following successes up to the middle of last month:—

August 5th.—German mine-layer *Konigin Luise* sunk.
August 6th.—H.M.S. *Birmingham* sinks German submarine U 15.

August 26th.—H.M.S. *Highflyer* sinks *Kaiser Wilhelm der Grosse*.
August 28th.—Battle of Heligoland Bight: German cruisers *Köln*, *Mains*, *Ariadne*, and two destroyers sunk.

September 13th.—Submarine E 9 sinks German cruiser *Heia*.

September 14th.—Auxiliary cruiser *Germania* sinks German armed merchant cruiser *Cap Trafalgar*.

September.—H.M.S. *Cumberland* in September captured nine German merchant steamers off the Cameroons.

October 6th.—H.M.S. submarine E 9 sinks German destroyer.

October 17th.—H.M.S. *Undaunted* and destroyers sank four German destroyers off Dutch coast, S 113, S 117, S 118, S 119.

October 24th.—H.M.S. *Badger* rams a German submarine.

October 30th.—H.M.S. *Chatham* bottles up and bombards German cruiser *Königsberg*.

November 10th.—H.M.S. *Sydney* sinks the *Emden*.

November 24th.—German submarine U 28 rammed by a British patrol ship.

December 8th.—Admiral Sturdee's squadron sinks German cruisers *Scharnhorst*, *Gneisenau*, *Nürnberg*, and *Leipzig*.

December 12th.—Submarine B 11 torpedoes Turkish battleship *Messudiyeh* in Dardanelles.

January 24th.—Sir David Beatty's patrolling squadron in North Sea destroys German armoured cruiser *Blücher* and damages severely the battle cruisers *Derfflinger*, *Seydlitz*, and *Moltke*.

Summing-up, the British Navy has accounted for thirteen German cruisers, six destroyers, three submarines, one gun-boat, eleven armed liners, and one Turkish battleship.

RAIDING AND BOTTLING UP.
September 11th, German posts in New Guinea taken; October 9th, naval raid on Düsseldorf; November 8th, raid in Persian Gulf, Basra occupied (November 21st); November 23rd, naval raid on Friedrichshafen; December 25th, naval raid on German warships at Cuxhaven; January 2nd, operations at Dar-es-Salaam by H.M.S. *Fox* and *Goliath*.

Operations also in Pacific (Bismarck Archipelago and Marshall Islands), West Africa, Red Sea (Akaba, Turba), Dardanelles, bombardment of Belgian coast. Convoy of troops: (1) Expeditionary Force to France; (2) Indian Expeditionary Force; (3) Canadian Expeditionary Force; (4) Australian Expeditionary Force.

In neutral ports in both hemispheres (Batavia, Samarang, Sourabaya, and Sabang (Sumatra), Dutch East Indies, Buenos Ayres, Rio, and other ports in South America, as well as in United States ports, German vessels are interned till the end of the war. They are interned also in Australian and other British ports and in neutral European ports.

These vessels have been driven to these refuges by the action of the British Navy, aided by the French and Japanese Navies. It is not possible to separate the Allied Navies in this work, the net result of which is that with a few unimportant exceptions, no German mercantile ships are left on the seas. The Allied Navies have accounted for German "war units" (battleships, cruisers, gunboats, destroyers, submarines, torpedo-boats armed merchantmen) to the number of fifty-eight, totalling 168,300 tons.

"BUSINESS AS USUAL."
Trade routes from China, Japan, India, the Dutch East Indies, from Ceylon, from British East Africa, from Australia, and Australasia come through the Indian Ocean and the Mediterranean. These are free. So also are the trade routes from Australia, the Cape, South and West Africa, and the Canary Islands. The trade routes from the United States, from Argentina, Brazil, and South America in general are free.

Germany's export trade of £504,000,000 a year is ruined. Of this export trade two-fifths came to the Allies, one-fifth to countries overseas. One-tenth went to Austria, the rest to other European countries. The loss inflicted by the Navy is therefore greater than £200,000,000 a year. Britain's export trade is unhampered except by the necessity of not supplying the enemy. German imports amount to £334,000,000. Included among them are foodstuffs and war material. Some of this can still go through neutral countries, but in respect of many articles vital to her the Navy is squeezing her tighter and tighter.

It is, in Mr. Winston Churchill's words, a "pressure on her heart," which grows heavier each month. Thanks to the Navy, there is and can be no such pressure on Britain. Germany is already uneasy about food. There may be slight increases in the price of food in Britain, owing to the speculations of those who supply it from abroad, but there can be no shortage, no starvation.

Thanks to the Navy, "the sea is free" to the Allies.—*Daily Graphic*.

KAISER'S POWER.

Professor Schiller, writing to the *Kreis Zeitung*, says that the power which the Kaiser has shown since the beginning of the war must fill all his subjects with amazement, and cause a glow of pride in all their hearts that a man of such magnificent gifts rules over them.

The professor, searching about for the secret of the Kaiser's power, discovers it "in the deep, true, and sincere religiosity of the monarch." It is this which supports him in all his trials, and it is from this source that he draws the abundant supplies which sustain him. We have the professor's word for it.

IMPENDING GREAT GERMAN EFFORTS.

TWO AND A HALF MILLION MEN
AND A NEW GUN.

The Geneva correspondent of the *Toulouse Telegramme* sends to his paper a long and exceedingly interesting account of a conversation he has had with a Germanophile Swiss subject carrying on business at Schaffhausen. He quotes this personage as making the following statements:—

"Germany is about to put in the field two and a half million men and perhaps a new gun. It is here that her real strength will lie."

"I have no belief in the dirigibles. Two years ago I visited the Friedrichshafen district, and again a fortnight ago I witnessed evolutions by these machines over the lake. All that is money and time well night wasted. Germany's strength is in her masses of men, her infantry."

"With the spring, then, she will put forth her full effort. I do not hesitate to say that I am uneasy about the result, because this effort can no longer be offensive, but must be defensive. The defensive in an enemy's country is a vexatious position for Germany; her pride is wounded by it and her valour depressed."

"THE BLOW THAT FAILED."
"This time the blow has failed. The German armies should have been in Paris at the latest about Christmas; then there would still have been time to drive back the Russians and win the game completely. To-day it is a question of not losing it to the very last son."

"Germany will not lose it, if she is wise enough to withdraw her troops to the line of the Rhine on the line Dünitz-Thorn-Posen-Craoew on the other."

"But she must do this at once. If she loses time and men in fresh attacks in Belgium, France, and Poland, then nobody will be able to answer for her future. An impregnable fortress at present, she will be brought to her knees in four or five months if she continues to send her troops to the slaughter."

For obvious reasons, the correspondent does not divulge the name of the personage who expressed the foregoing opinion. He vouches, however, for the fidelity with which he has reproduced his words, and, indeed, there are other passages in the interview, which I have not thought necessary to quote here, that seem to give the stamp of authenticity and boldness.

WHAT PARIS EXPECTS.
These are chiefly references of an optimistic character to the economic situation in Germany.

As I stated in a recent despatch, it is fully anticipated here that Germany, if she wins any noteworthy success on the Western front, will immediately attempt a big offensive movement at some point on the western front, probably on French soil.—*Central News*.

THE SAD LOT OF THE BELGIAN PEOPLE.

EXPERIENCE OF AN AMERICAN
WOMAN IN BRUSSELS.

Mrs. Dowling, an American woman who has escaped from Brussels by a ruse which need not be described, has given an account of her experience to a representative of *The Times*, and was able also to supply some valuable information relating to present conditions in that city.

Although protesting her American nationality, Mrs. Dowling was placed under arrest and kept for 31 hours in a guardroom with the common criminals. The officers in command declared her passport to be a forgery and claimed that her account proved her to be an Englishwoman. She produced her birth certificate, but this was also disregarded, until the American Consul, Mr. Watte, was called in. She was, however, still regarded as a spy and stripped, for her clothing to be searched, the operation being carried out by a woman, though this is not always done. She was subjected to the most humiliating and insolent gibes of the German soldiery. Her escort in the street consisted of six soldiers fully armed, the Germans in Brussels fearing nothing so much as the loss of a prisoner. She was taken by train to Antwerp, where there were further interrogations and examinations, and the journey was resumed by road.

On the way Mrs. Dowling allowed her fortune to be told by a wayside soothsayer. The "prophecy" was written on a piece of paper which the examining officials at the frontier declared to be a State secret intended for an enemy Power, until someone was able to disclose its meaning. The last stage of the journey was made through neutral country in a cart drawn by a horse and a cow.

Perhaps no reports yet received in this country fully describe the hardships suffered by the Belgian population of Brussels. The rules as to baking bread but twice a week is still rigorously maintained. Such things as beans or peas are a luxury. The only places of amusement open are the cinematograph-shows, and to these no Belgian will go, the native population of Brussels having unanimously decided that it is beneath their dignity to appear in any audience with Germans.

Some of the greatest suffering has arisen because of the dearth of milk. The German Army has driven numbers of cows from the pastures in its advance. In other cases the animals have been slaughtered for food, and the remains of carcasses left by the roadside have been eagerly gathered up by the starving peasants.

There exists in Brussels a society called "La Petite Goutte de Lait," to work among mothers and young babies. This society by free medical advice and the purchase of milk in minute supplies at exorbitant prices is doing its utmost to preserve the health of the unfortunate infants. Their most urgent need is milk, and to purchase this the funds of the society require frequent replenishment. Those who contribute receive a little medal bearing in relief a portrait of the Princess Marie José. Some thousands of these have already been distributed.

THE NAVAL SITUATION.

THE FIRST LORD'S STATEMENT.

In the House of Commons on February 16th, the First Lord of the Admiralty, Mr. Winston Churchill, reviewed the work of the British Navy since the outbreak of War in great detail. As supplementary to the very full cable report which we gave at the time, we now give further extracts from his historic speech.

He said:—On the declaration of war we were able to count upon a Fleet of sufficient superiority for all our needs, with a good margin for safety in vital matters, fully mobilized, placed in its war stations, supplied and equipped with every requirement, down to the smallest detail that could be foreseen, with reserves of ammunition and torpedoes up to and above the regular standard, with ample supplies of fuel and oil, with adequate reserves of stores of all kinds, with complete systems of transport and supply, with full numbers of trained officers and men of all ratings, with a large surplus of reserved and trained men, with adequate establishments for training new men, with an intense programme of new construction, rapidly maturing, to reinforce the Fleet and replace casualties, and with a prearranged system for accelerating that new construction which has been found to yield satisfactory and even surprising results. (Cheers.)

MANING THE FLEET.
No more widespread delusion existed abroad than that, although we might build ships, we could never find the men to man them. In some quarters of this country the idea had fostered that when mobilization took place ships could not be sent fully manned to sea. But when mobilization did take place we were able to man—as I told the House we should be able to do—every ship in the Navy fit to send to sea. We were able to man a number of old ships which we did not intend to send to sea, but which, after being repaired and refitted, were found to have the possibility of usefulness in the future. We were able to man, in addition, the powerful new vessels building, for foreign nations for which no provisions had been made. We were able to man an enormous number—several scores—of armed merchantmen which have been taken up and have played an important part in our arrangements for the control of traffic and trade.

We were able to provide all the men that were necessary for the Royal Naval Air Service, which did not exist three years ago, and which is already making a name for itself and has become a considerable and formidable body. (Cheers.)
We were able to keep our training schools full to the very brim so as to prepare a continual supply of crews for the new vessels which are coming on in such great numbers; and, over and above that, we were able, without injury to any of these important interests, to supply the nucleus of instructors and trained men to form the cadres of the battalions of the Royal Naval Division which has now reached a respectable total, and which have developed an efficiency which enables them to be counted on immediately as a factor in the defence of this country, and very soon as an element in the forces which we can use overseas. (Cheers.)

READY, AYE READY.
The German Army was not more ready for an offensive war on a gigantic scale than was the British Fleet for national defence. (Cheers.)

During the last three months—the average is, since Parliament rose—on the average about 8,000 British vessels have been continuously on the sea passing to and from their lawful destinations. We have had 4,000 arrivals and 3,800 sailings from the ports of the United Kingdom. Only 19 vessels have been sunk by the enemy and only four of these vessels have been sunk by above-water craft. The great sailors of the past, men of the Revolutionary and the Napoleonic wars, would have been astounded. During those two great wars, which began in 1793 and ended after a brief interval in 1814, 10,871 British merchant ships were captured or sunk by the enemy. Even after the decisive battle of Trafalgar, when we had the undisputed command of the sea, so far as it can be tactically and strategically attained, the loss of British ships went on at a rate of over 500 ships a year. In 1806, 519 ships were sunk or captured—that is the year after Trafalgar—in 1807, 550 ships; in 1808, 498; in 1809, 571; and in 1810, 619. Our total losses on the high seas in the first six months of the present war, including all ships other than trawlers engaged in mine-sweeping, including all losses by mines and vessels scuttled by submarines—our losses in the whole of that year are only 63.

THE TRUTH AS OF THE NAVY.
The truth is that steam and telegraphs have enormously increased, as compared with sailing days, the thoroughness and efficiency of superior sea power. Coal, communications, and supplies are vital and constant needs, and, once the upper hand has been lost, they become operations of almost insuperable difficulty to the weaker Navy.
We have now moved by sea at home and abroad, including wounded brought back from the front, including Belgian wounded, including French and French troops, moving here and there in circumstances required, often at the shortest possible notice, with constant changes of plan, across oceans threatened by the enemy's cruisers and across channels haunted by submarines, to and fro from India and Egypt, from Australia, New Zealand, and Canada, China, South Africa, from every fortress and possession under the Crown, approximately 1,000,000 men without up to the present any accident or loss of life. (Cheers.)

THE ADMIRALTY AND MERCHANT SHIPS.
We are at war with the second naval power in the world. When complaints are made that we have taken too many transports, or armed too many colliers or supply ships, I must mention that fact. The statement that the Admiralty have on charter approximately one-fifth of the British mercantile marine tonnage is correct. With that we discharge two duties, both of importance at the present time. First, the supply, fueling, and replenishing with ammunition of the Fleets; second, the transport of reinforcements, and the supply of the Army in the field, including the return of wounded. It must be remembered, in regard to the Fleet, that we have no dockyard or naval port at our backs, and that the bases we are using during the war have no facilities for coaling from the shore. Everything, therefore, required to keep the Fleet in being—supplies, stores, and, above all, fuel—has not only to be carried but to be kept afloat in ships. The position at every home coaling base is telegraphed to the Admiralty nightly, and that of every ship, and a tabulated statement is issued the same night as the basis for comprehensive daily criticism with a view to securing the highest possible economy compatible with and subject to the vital exigencies of war. So much for the Fleet and its supply and its coaling.

THE TRANSPORT OF TROOPS.

With regard to the Army, it should be remembered that we are supplying across the sea, in the teeth of the enemy's opposition, an army almost as large as the Grand Army of Napoleon, only vastly more complex in organization and equipment. We are also preparing other armies still larger in number. I do not know on what day or at what hour the Secretary of State for War will ask the Admiralty to move 20,000 or it may be 40,000 men. It may be at very short notice, and he does not know until we tell him how we shall move them, by what route, or to what ports. Plans are frequently changed on purpose at the very last moment. It is imperative for the safety of our soldiers and the reinforcement of our armies and the conduct of the war. We have at the present moment a powerful and flexible machinery, which can move whole armies with celerity, wherever desired, in a manner never before contemplated or dreamt of.

The retention of a large number of full colliers and ammunition ships in attendance on the Fleet is a naval necessity. The retention of a large number of troop transports is a military necessity. In either case ships may be required at an hour's notice and have frequently been required at an hour's notice, for urgent service which might be vital to the success of our operations. Coal must be ready afloat for the Fleet and troopships must be ready for the men, and no amount of business management, however excellent it may be, will get over that fact.

ADMIRALTY REQUESTS.
At the beginning of this war shipowners were only too glad to get their ships taken by the Government owing to the uncertainty of the naval situation and the possibility that ordinary cargoes would not be forthcoming. (Hear, hear.) But now a change has taken place. The naval situation is assured for the present and the recruiting powers exercised under the Royal Proclamation have enabled the Admiralty to place orders for hire, which though they give a handsome profit to the shipowners, are every much less than can now be gained in the open market. The Admiralty rates are now a half or a third below the market rates, and cannot, of course, be expected to be popular with shipowners. (Laughter.) Although the market rates are enormously higher than they were at the time of the South African War, we are now paying 13s. to 17s. per gross ton per month, with 20s. to 35s. so paid in the early part of the South African War.

THE VICTORY OF THE FALKLAND ISLANDS.

The strain in the early months of the war has been greatly diminished now by the abatement of distant convoy work and by the clearance of the enemy's flag from the seas and oceans. There were times when, for instance, the great Australian convoy of 60 ships was crossing the Indian Ocean, or the great Canadian convoy of 40 ships, with its protecting squadrons, was crossing the Atlantic, or when the regular flow of large Indian convoys of 40 and 50 ships sailing in company was at it height both ways; when there were half-a-dozen minor expeditions being carried by the Navy, guarded, landed at different points and supplied after landing; when there was a powerful German cruiser squadron still at large in the Pacific or the Atlantic, which had to be watched for or waited for in superior forces in six or seven different parts of the world at once, and when all the time, within a few hours' steam of our shores, there was concentrated a hostile fleet which many have argued in former times was little inferior to our own, when there was hardly a regular soldier left at home, and before the Territorial Force and the new armies had attained their present high efficiency and power—there were times when our naval resources, considerable as they are, were drawn upon to their utmost limit, and when we had to use old battleships to give strength to cruiser squadrons, even at the cost of their speed, and when we had to face and to accept risks which we did not trouble the public and which no one would willingly seek an opportunity to share.

But the victory at the Falkland Islands swept all these difficulties out of existence (cheers); it set free a large force of cruisers and battleships for all purposes; it opened the way to other operations of great interest. It enabled a much stricter control and more constant outlook to be maintained in home waters, and it almost entirely freed the outer seas of danger. That was a memorable event, the relief and advantage of which will only be fully appreciated by those who have full knowledge of all that has taken place and will only be fully appreciated by those who not only knew, but felt, what was going forward. (Cheers.)

THE DOGGER BANK ACTION.

Now I come to the battle-cruiser action on the Dogger Bank. That action was not forced, because the enemy, after abandoning their wounded consort, the *Blücher*, made good their escape into waters infested by their submarines and mines. But this combat between the finest ships in both Navies is of immense significance and value in the light which it throws upon rival systems of design and armament and upon relative gunnery efficiency. It is the first test we have ever had without depending too much upon it I think it is at once important and encouraging. First of all it vindicates, so far as it goes, the theories of design, and particularly of big-gun armament, always identified with Lord Fisher. (Hear, hear.) The range of the British guns was found to exceed that of the German. Although the German shell is a most formidable instrument of destruction, the bursting smashing power of the heavier British projectile is decidedly greater, and this is the great thing—our shooting is at least as good as theirs. The Navy, while always working very hard—no one except themselves knows how hard they have worked in these years—have credited the Germans with a sort of super-efficiency in gunnery, and we have always been prepared for some surprises in their system of control and accuracy of fire. But there is a feeling after the combat of January 24 that perhaps our naval officers were too diffident in regard to their own professional skill in gunnery.

Then the guns. While the Germans were building 11-in. guns we built 12-in. and 13-in. guns. Before they advanced to the 13-in. gun we had large numbers of ships armed with the 13.5. It was said by the opposite school of naval force that a smaller gun fires faster and has a higher velocity and therefore the greater destructive power. Krupp is the master gunmaker in the world, and it was very right and proper to take such a possibility into consideration. Everything that we have learnt, however, so far shows that we need not at all doubt the wisdom of our policy or the excellence of our material. The 13-in. gun is unequalled by any weapon yet brought on the scene. Now we have the

15-in. gun with which the five Queen Elizabeths and the five Royal Sovereigns are all armed coming into line, and this gun in quality equals the 13-in. gun and is vastly more powerful and destructive. (Cheers.)

THE STEAMING OF OUR SHIPS.

There is another remarkable feature of this action, to which I should like to draw the attention of the House. I mean the steaming of our ships. All the vessels engaged in this action exceeded all their previous records without exception. I wonder if the House and the public appreciate what that means? Here is a squadron of the Fleet which does not live in harbour, but is far away from its dock-yards, and which during six months of war has been constant at sea. All of a sudden the greatest trial is demanded of their engines, and they all exceed all previous pace-time records. Can you conceive a more remarkable proof of the excellence of British machinery, of the glorious industry of the engine-room branch, or of the admirable system of repairs and refits by which the Grand Fleet is maintained from month to month, and can, if need be, be maintained from year to year in a state of ceaseless vigilance without exhaustion? Take the case of the *Kent* and the *Falklands*. The *Kent* is an old vessel. She was launched 15 years ago, and has been running ever since. The *Kent* was designed to do 23 knots. The *Kent* had to catch a ship which went considerably over 24 knots. They put a pressure and a strain on the engines much greater than is allowed in time of peace, and they drove the *Kent* 25 knots and caught the *Vernberg* and sank her. It is my duty in this House to speak for the Navy, and the truth is that as far as the Navy is concerned, the *Kent* is as sound as any ship of all time. (Cheers.) I do not care where or how it may be tested; it will be found good and fit and keen and honest.

LESSON OF THE FIGHT.

The great merit of Admiral Sir D. Beatty's action is that it shows us and the world that there is at present no reason to assume that ship for ship, gun for gun, and man for man we are not giving a very good account of ourselves. It shows that at five to four in representative ships—because the quality of the ships on either side is a very fair representation of the relative qualities of the lines of battle—the Germans do not think it prudent to engage, that they accepted without doubt or hesitation their inferiority, that they thought only of flight as our men thought only of pursuit, and that they were wise in the view they took (laughter), and that if they had taken any other view they would unquestionably have been destroyed. That is the cruel fact, and no falsehood—and many have been issued (laughter)—no endeavour to sink by official communiqués vessels they could not stay to sink in war—will have obscured that cruel fact. When, if ever, the great Fleet set out for the general battle, we shall hope to bring into the line a preponderance greater than that. Therefore we may consider this extra margin as an additional insurance against unexpected losses by mine or submarine, such as may at any moment occur in the preliminary stages of a great sea battle. We have lost, mainly by submarine, the lives of 5,500 officers and men, and we have killed mainly by gun fire an equal number, which, of course, a much larger proportion of the German forces engaged. We have also taken in fighting 82 officers and 934 men prisoners of war. No British naval prisoners of war have been taken in fighting at sea by the Germans. (Cheers.) When they were taken in the view they took (laughter), and when they had the opportunity they had not the inclination. (Laughter.) For the loss of these British lives we have lived through six months of this war safely and even prosperously. We have established for the time being a command of the sea such as we had never expected, such as we have never known, and such as our ancestors had never known at any other period of our history. There are those who, shutting their eyes to all that has been gained, look only at the losses which have been lost, and seek to dwell upon it as not a very numerous class—unduly upon it.

COURTS-MARTIAL.

We are urged to hold a Court-martial in every case where a ship is lost in action, and to hear the talk in some quarters one would suppose that the loss of a ship by mines or submarines necessarily involved a criminal offence for which somebody should be brought to book. The Admiralty have lately given careful consideration to this question. No doubt the precedents both in peace and war favour, though they do not enjoin, the holding of a Court-martial when ships are lost or captured. But the conditions of modern naval warfare differ entirely from all previous experience. In old wars the capture and destruction of ships was nearly always accompanied by an act of surrender, which was a proper and very necessary part of the investigation, especially submarines, create conditions entirely novel, presenting to the naval officers problems of incomparable hazard and difficulty.

In these circumstances a Court-martial would frequently be inappropriate, in our judgment, and often even harmful. Losses by mine and submarine must frequently be placed on the same footing as heavy casualties on land. They cannot be treated as presumably involving a dereliction of duty or a lack of professional ability. Clearly, the speed and efficiency of modern operations, and the continuous demands on the attention of the Admiralty, and on the services of naval officers, especially officers of high rank, make the actual holding of Courts-martial very difficult and inconvenient. Energy ought not to be consumed in investigations and discussions of incidents beyond recall, but should be concentrated on new tasks and new difficulties. Nothing could be worse for the Navy or the Admiralty than for public attention to be attracted to the investigation of half-a-dozen naval losses, which would give opportunities for the most acrimonious and controversial discussions about which you may be perfectly certain two opinions would always remain at the close.

AN APPEAL FOR CONFIDENCE.

When a clear case of misconduct or a failure in duty can be presumed a Court-martial may be necessary, when technical or special matters are raised which it is desirable to elucidate with a view to precautions being taken to prevent a similar accident in the future, courts of inquiry have been and will be assembled, but in these matters I must respectfully claim, on behalf of the Board of Admiralty, an absolute discretionary power with regard to holding Courts-martial or courts of inquiry or the removal without trial of officers who have forfeited the confidence of the Board, or the publication of particulars. Information on particular incidents. I ask the House on behalf of the Board for their confidence and support during the war in this respect. (Cheers.) I would especially deprecate anything being done which tends to make officers, whether afloat

or at the Admiralty, play for safety and avoid responsibility for positive action. If any mood or tendency of public opinion arises, or is fostered by the newspapers, or given countenance to in this House, which makes too much of losses, even if they are they are in your respect, avoidable losses, even then I say you will have started on the path which pressed to its logical conclusion would leave our Navy cowering in its harbours instead of ruling the seas. (Cheers.) When I think of the great scale of our operations, the enormous target we expose, the numbers of ships whose movements have to be rearranged for the novel conditions to which I have referred, it is marvellous how few have been our losses, and the care and vigilance exercised by the admirals afloat and by the Admiralty staff appears to me, and will certainly be regarded by those who study this war in history, as praiseworthy in the highest degree.

CRITICISMS.

Mr. BONAR LAW laid emphasis on the changed feeling of the country in regard to the Navy. In the first months of the war, he thought, there was a feeling not so much of anxiety as of doubt and uncertainty as to the Navy, based on some isolated incidents which had not been favourable to us. That feeling had passed, however.

The right hon. gentleman added:—“I turned up this morning a saying of Nelson which shows how completely, in spite of all the changes of the years, the old policy survives: ‘Our great reliance is on the vigilance and activity of our cruisers at sea, any reduction in the number of which, by applying them to guard our ports and beaches would, in my judgment, tend to our destruction.’”

The decision of the Admiralty dispensing with courts-martial in the case of some of the ships already lost was criticised by Mr. BONAR LAW. Rumours have reached me to which I give no credence—that some of these disasters are due to direct instructions from the Admiralty itself,” he said, “and it has even been said, though I do not believe it, that that is one reason why courts-martial are not being held. If the Admiralty reverted to the old custom they would get rid of that sort of thing.”

Pressures, he submitted, would compel the German Emperor to risk his Navy in a sea fight. “The sooner the better,” Mr. BONAR LAW commented. “Though in this war there is neither a Nelson nor a Napoleon, thank God, if the opportunity comes, there will be another Trafalgar.” (Loud cheers.)

Admiral Lord Charles Beresford pressed for an inquiry into the losses of vessels which had been torpedoed by submarines in the war. He argued that submarine attacks could be avoided, and it ought to be known whether the Admiralty had given proper instructions to the Navy. The *Formidable*, with her squadron, put to sea in an area known to be infested by German submarines without the necessary screen of torpedo-boats and steaming at only 10 knots. Her loss was due either to criminal negligence, crass stupidity, or the dictation of amateur strategists, and a full inquiry ought to be held.

Mr. FALLO, fellow-representative of Portsmouth with Lord Charles Beresford, was also very critical. He said they had had the First Lord's views on digging out rats and on baby-killing, and they would like to know what he had to say about orphan-making. In Portsmouth there was a strong feeling on the subject of sending men to sea in antiquated vessels of small fighting value. Mr. Churchill was continually running ever to France. “What was his object? It could not be to ‘hearten up’ Sir J. French, and it could not have anything to do with the work of the Navy. If he wanted to go for the purpose of fighting, nobody in this country would say him nay.”

Mr. FALLO referred to the loss of the *Cressy*, *Aboukir*, and *Hogue*, and complained that they were sent out without being accompanied by smaller vessels. The *sunken Hawk* was likewise not accompanied by smaller ships. What were these vessels doing in these waters and was it necessary for them to be there? With regard to the battle in Chilean waters, he asked why Admiral Sturdee was not sent out earlier so that the loss of our vessels could have been avoided. He thought the First Lord would be called to account for these matters when the war was over. We could not bring him to account now, but a day of reckoning would come.

The House agreed finally to go into Committee.

FORTHCOMING EVENTS.

TO-DAY.
11 a.m.—Hongkong Club Twenty-Seventh Half-Yearly Drawing of 65 Debentures in the Club House.

Noon—China Sugar Refining Co., Ltd., Meeting of Shareholders.

12.15 p.m.—Luzon Sugar Refining Co., Ltd., Meeting of Shareholders.

TOMORROW.
Noon—China Fire Insurance Co., Ltd., Meeting of Shareholders.

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Hongkong, 13th March, 1915. [363]

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Hongkong, 3rd July, 1914. [133]

SHIPPING

ARRIVALS.

CHINA, American str., 3,186, H. Thompson, 23rd March—San Francisco 20th February, General—Pacific Mail S.S. Co.
 LOONGSANG, British str., 1,092, Leask, 23rd March—Manila 20th March, General—Jardine, Matheson & Co.
 TAIYO MARU, Japanese str., 1,030, T. Fumoto, 23rd March—Dairen 10th March, General—Mitsui Bussan Kaisha
 TUIANAS, Dutch str., 2,440, A. de Lange, 22nd March—Hohow 21st March, Sugar—Java-China-Japan Lijn.
 WENCHOW, British str., 500, Parslow, 22nd March—Hohow 21st March, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 March 23rd.
 HUE, French str., for K. C. Wan.
 KUMI MARU, Japanese str., for Canton.
 MAUSANG, British str., for Sandakan.

DEPARTURES.

March 23rd.
 AKI MARU, Japanese str., for Seattle.
 HUICHOW, British str., for Canton.
 HAICHING, British str., for Swatow.
 KANOW, British str., for Shanghai.
 LUCHOW, British str., for Shanghai.
 TEAM, British str., for Manila.
 YARAKA MARU, Japanese str., for Y'hama.

PASSENGERS.

ARRIVED.
 Per Wenchow, from Hohow, Mr. J. H. Bulmer.
 Per Loongsang, from Manila, Mr. Richardson.
 Per China, for Hongkong, from San Francisco, etc., Rev. W. Bombardier, Mr. Geo. L. Coleman, Mrs. Isabel Clarke, Mr. and Mrs. A. G. Daniels, Dr. A. L. Dartina, Mr. Wm. Downes, Mr. John E. Enright, Mr. S. L. Branger, Mr. T. W. S. Evans, Mr. and Mrs. G. Fitzgerald, Mr. J. E. Fulton, Col. Ed. W. Griffith, Dr. J. F. Goucher, Miss C. Hickey, Mr. R. A. Jackson, Mr. J. M. Johnson, Mr. W. S. Kenny, Mr. E. F. Kappler, Mr. D. S. Kramer, Mr. Lee K. Bishop, and Mrs. W. S. Lewis, Mr. Edgar Malloy, Miss E. McDougall, Mr. E. J. Masterhouse, Mr. S. Mariani, Mr. J. L. Mannings, Rev. G. J. Miley, Mr. John A. Nye, Rev. R. C. Porter, Rev. H. R. Salisbury, Mr. and Mrs. A. E. Southard, Mr. Geo. W. St. Clair and Mrs. Anne Taylor.
 DEPARTED.
 Per Aki Maru, for Seattle, etc., Mr. W. H. Smith, Mr. H. J. Mordling, Mr. E. W. Adams, Mr. F. Metcalfe, Mrs. Clarkson and 4 children, Mr. K. Sato, Mr. C. Ozaki, Mrs. Moffat and child, Miss Hickey, Mrs. Leicester Locock, Mr. Jasmal, Misses Locock, P. Goldstein, Mrs. A. E. Greenus.

VESSELS EXPECTED.

AMERICAN MAIL.
 The P.M. str. *Manchuria* left Yokohama on the 19th March via Manila for Hongkong. The mails have been transferred to the N.Y.K. str. *Tambara Maru*, which is scheduled to arrive at Hongkong on the 28th March.
 THE AUSTRALIAN MAIL.
 The A.O. str. *Changsha* left Port Darwin on the 16th March for this port via Philippine ports, and may be expected to arrive on or about 28th March.
 The E. & A. str. *Empire* left Sydney for this port (via Queensland Ports and Manila) on the 6th March, and may be expected to arrive here on or about 28th March.

THE ENGLISH MAIL.
 The P. & O. str. *Oriental* left Singapore for this port on the 21st inst., morning, with the outward English mails, and is due here on the 25th inst., afternoon.
 THE PENINSULAR MAIL.
 The M.M. str. *East Simons* (outward mail) will arrive here on the 26th inst., and will probably sail on the 28th inst.
 THE PENINSULAR MAIL.
 The str. *Umaria*, from Calcutta, left Singapore on the 19th March, and may be expected here on or about the 26th March.
 The str. *Sangala* left Calcutta on the 3rd March, and may be expected here on or about the 26th March.
 The Barber Line str. *Bolton Castle* for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

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 Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the str. "Kaiser-i-Hind," due in London on the 7th May, 1915.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 R. A. HEWETT,
 Superintendent.
 Hongkong, 13th March, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR PERMIT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NURIA	Brit. str.	—	A. B. Garwood, R.N.	P. & O. S. N. Co.	On 26th inst. at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 31st inst. at 10 A.M.
LONDON	CARNARVONSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th Apr.
MARSEILLES, LONDON & LIVERPOOL	CITY OF CORINTH	Brit. str.	—	—	THE BALT LINE, LIMITED	To-day.
MARSEILLES, LONDON & SINGAPORE, &c.	SUWA MARU	Jan. str.	—	Murai	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES VIA PORTS	POLYNESIAN	Jan. str.	—	—	MUSKAGHES MARITIME	On 31st Apr. at 3 P.M.
VICTORIA, B.O. & TACOMA VIA MANILA & JAPAN	QANADA MARU	Jan. str.	—	H. Yamamoto	OSAKA SHOSHIN KAISHA	On 30th inst. at 4 P.M.
VICTORIA, B.O. & SINGAPORE VIA SHANGHAI, &c.	TAMBA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 6th Apr. at Noon.
NEW YORK VIA PANAMA CANAL	SE. EBBERT	Jan. str.	—	—	DOWNEY & Co., Ltd.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SEIKO MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 30th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	OGURA	Jan. str.	—	—	PACIFIC MAIL S.S. Co.	On 6th Apr. at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MANOHUA	Jan. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 27th Apr. at 10.30 A.M.
MEXICAN, PANAMA & CHINA PORTS VIA JAPAN	NIPPON MARU	Jan. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 16th Apr. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SEITO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 20th Apr. at 11 A.M.
AUSTRALIAN PORTS	NIKKO MARU	Jan. str.	—	Yagi	GISH, LIVINGSTON & Co.	Quick despatch.
JAPAN	EMPIRE	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	On 16th Apr. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TSUTSUMI MARU	Jan. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
TIENTSIN	LUICHOW	Jan. str.	—	Shane	BUTTERFIELD & SWIRE	On 26th inst. at Noon.
SHANGHAI	SINGAN	Jan. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	LUICHOW	Jan. str.	—	—	P. & O. S. N. Co.	On 26th inst. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	ORIENTAL	Jan. str.	—	—	MUSKAGHES MARITIME	On 28th inst.
SHANGHAI	YINCHOW	Jan. str.	—	E. J. Jones	BUTTERFIELD & SWIRE	On 27th inst. at D'light.
SHANGHAI	SHAOHING	Jan. str.	—	K. E. Tabbon	BUTTERFIELD & SWIRE	On 23rd inst. at D'light.
SHANGHAI	KWONGSANG	Jan. str.	—	W. F. Bishop	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at D'light.
SHANGHAI & KOBE	SHANTON MARU	Jan. str.	—	Shinoh	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI VLADIVOSTOK, KOBE & MOJI	SAKAGA	Jan. str.	—	Mina, R.N.E.	DAVID SASSOON & Co., Ltd.	About 1st April.
SHANGHAI MOJI, KOBE & YOKOHAMA	NELSON	Jan. str.	—	J. Gault, R.N.E.	P. & O. S. N. Co.	On 2nd Apr. at D'light.
SHANGHAI	CHOWSANG	Jan. str.	—	S. Finderson	NIPPON YUSEN KAISHA	On 28th Apr.
SHANGHAI MOJI & KOBE	JINSEN MARU	Jan. str.	—	Torada	OSAKA SHOSHIN KAISHA	Quick despatch.
SHANGHAI	YINCHI	Jan. str.	—	—	JAVA-CHINA-JAPAN LINE	On 28th inst. at Noon.
TAMBU, & KEELUNG VIA SWATOW & AMOY	KANU MARU	Jan. str.	—	—	OSAKA SHOSHIN KAISHA	On 4th Apr. at 10 A.M.
AMPOING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jan. str.	—	A. Kobayashi	DOUGLAS LARPAKE & Co.	On 26th inst. at 1 P.M.
SWATOW, AMOY & POOHOOW	HAICHING	Jan. str.	—	J. W. Evans	DOUGLAS LARPAKE & Co.	On 30th inst. at 1 P.M.
SWATOW, AMOY & POOHOOW	HAICHING	Jan. str.	—	A. H. Stewart	DOUGLAS LARPAKE & Co.	On 2nd Apr. at 1 P.M.
SWATOW, AMOY & POOHOOW	HAICHING	Jan. str.	—	W. G. Passmore	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at 3 P.M.
MANILA	LOONGSANG	Jan. str.	—	W. G. G. Leask	BUTTERFIELD & SWIRE	On 3rd Apr. at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Jan. str.	—	P. Rolfs	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
MANILA	YUENANG	Jan. str.	—	—	OSAKA SHOSHIN KAISHA	On 25th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	YUENANG	Jan. str.	—	—	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA SINGAPORE & COLOMBO	LUZON MARU	Jan. str.	—	T. Miyata	JARDINE, MATHESON & Co., Ltd.	On 1st Apr. at D'light.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	KIRIN MARU	Jan. str.	—	Tanda	OSAKA SHOSHIN KAISHA	To-day, at Noon.
SINGAPORE, PENANG, BANGKOK & CALCUTTA	TOSA MARU	Jan. str.	—	Takano	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at 9 A.M.
SINGAPORE, PENANG & CALCUTTA	NAMANO	Jan. str.	—	Glory	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Jan. str.	—	—	OSAKA SHOSHIN KAISHA	To-morrow, at Noon.
SANDAKAN	KATO MARU	Jan. str.	—	R. A. Matthews	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAIPHONG	SUNSHINE	Jan. str.	—	Imazumi	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAIPHONG	SUNSHINE	Jan. str.	—	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HONGKONG & PAKHOI	WENCHOW	Jan. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Wednesday, 24th Mar., Noon.
SINGAPORE, PENANG, CALCUTTA, NANSANG	"NANSANG"	Wednesday, 24th Mar., Noon.
MANILA	"LOONGSANG"	Saturday, 27th Mar., 3 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 28th Mar., D'light.
HONGKONG & HAIPHONG	"LOKSANG"	Tuesday, 30th Mar., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 1st Apr., 3 P.M.
MANILA	"YUENSANG"	Saturday, 3rd Apr., 3 P.M.
SHANGHAI	"CHOYSANG"	Friday, 2nd Apr., D'light.
SHANGHAI	"ONSANG"	Wednesday, 7th Apr., D'light.

RE TURN TOUS TO JAPAN
 The Steamers "KUTSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Mito to Hongkong. Time occupied 25 days. This service is supplemented by the "YATSUKO," "KESANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Mito and returning to Hongkong. Time occupied 6 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A only qualified seamen is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to India, Japan, China, Singapore, Java, Sumatra, Siam, and London.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Hongkong, 24th March, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGKOK.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STEAMERS DATE OF DEPARTURE

LONDON "CARNARVONSHIRE" ... On 11th April

LONDON "MONMOUTHSHIRE" ... On 6th June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong, 25th February, 1915. AGENTS

124

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 12000 tons NILE 18000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) sailing TUESDAY, 30th Mar., at Noon.

MANCHURIA TUESDAY, 6th Apr., at 1 P.M.

MONGOLIA TUESDAY, 4th May, at P.M.

PERSIA (via Manila) TUESDAY, 19th May, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Moreau, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric heating lamps. Numerous amusements—table water, swimming tank, Philippine orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Study and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

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NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF CORINTH"

Captain R. N. Gordon, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Hongkong, 18th March, 1915. 1408

Agents.

1409

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE."

Arrived Hongkong on 19th March, 1915, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained at the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and BOUGASSA, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Hongkong, 19th March, 1915. 1409

Superintendent.

1409

WEATHER REPORT.

On the 21st at 11.05 a.m.—Pressure has decreased quickly over Japan and increased throughout the remainder of the area. The increase is greatest over N. China, where another anti-cyclone has formed. An elongated depression covers the Sea of Japan.

The monsoon may be expected to freshen over the China Coast and adjacent waters during the next twenty-four hours.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast

* Hongkong & Neighbourhood

Forecast Channel N.E. winds, strong.

South coast of China between [The same as Hongkong and Lamooka] No. 1.

South coast of China between [The same as Hongkong and Hainan] No. 1.

* E. & N.E. winds, moderate to fresh; cloudy generally, probably some rain.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 21st.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.9	30.0	30.1
Temperature	71	63	70
Humidity	84	95	92
Wind Direction	East	East	East
Force	3	0	3
Weather	o	o	o
Sun	—	—	—

Highest open air Temperature on 22nd ... 71

Lowest open air Temperature on 22nd ... 63

HONGKONG TIDE TABLE.

From 24th to 30th March, 1915.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height		
		h. m.	ft. in.	h. m.	ft. in.		
Wed.	24	No infer.	high 1 57 a	nor low 11 37 a	water 1 7		
Thurs.	25	No infer.	high 3 30 a	nor low 1			
Fri.	26	No infer.	high 4 52 a	nor low 11 50 a	water 1 7		
Satur.	27	m 7 50 a	4 2	m 1 2	1 4		
		5 57 a	6 5	m 11 50	3 8		
Sun.	28	m 7 46 a	4 4	m 1 35	1 2		
		6 52 a	4 9	m 0 45 a	5 2		
Mon.	29	m 7 44 a	6 9	m 1 36 a	2 6		
Tues.	30	m 8 22 a	5 4	m 2 36	1 3		
		8 35 a	6 8	m 2 22 a	2 0		

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ORIENTAL	10 AM.	Freight and Passage.
	Capt. A. L. Valentini	26th Mar.	
LONDON VIA USUAL PORTS	NUBIA	10 AM.	See Special of Call
	Capt. A. B. Garwood, R.N.R.	26th Mar.	
BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR	10 AM.	Freight and Passage.
	Capt. A. Collier	31st Mar.	

SHANGHAI, MOJI, KOBE, NELLORE, and YOKOHAMA

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd March, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and PAKHOI	"WENCHOW"	On 25th Mar., 10 A.M.
SHANGHAI	"LUOHOW"	On 25th Mar., 4 P.M.
SHANGHAI	"HUICHOW"	On 25th Mar., Noon.
SHANGHAI	"YINGCHOW"	On 27th Mar., D'light.
SHANGHAI	"SHAOSHING"	On 28th Mar., D'light.
HAIPHONG	"SUNGKIANG"	On 29th Mar., 9 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 30th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Electric Light, Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

27 SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the "KANCHOW," "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 24th March, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 26th Mar., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 30th Mar., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 2nd April, at 1 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 24th March, 1915

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th March	On 30th Apr., 11 A.M.
EASTERN	22nd April	On 13th May, 11 A.M.
ALDENHAM	30th April	On 21st May, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANGOLA" 5,184 tons, Captain Milne, R.N.R., will be despatched for SHANGHAI, YADIVOSTOK, KOBE and MOJI on 30th March.

S.S. "UMARIA" 5,317 tons, Capt. Elton will be despatched for YOKOHAMA, KOBE and MIKE on 30th March.

WESTWARD

S.S. "ITOLA" 5,257 tons, Captain Butler, will be despatched for SINGAPORE, PENANG, and CALCUTTA on 20th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 30th March, 1915.

AGENTS

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	THURS., 25th Mar.
TENYO MARU	22,000—21 knots	TUES., 13th April
NIPPON MARU	11,000—18 knots	TUESDAY, 27th April
SHINYO MARU	22,000—21 knots	TUES., 11th May

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

"Manila" at 10:30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " " " " " "	£45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sail
SEIYO MARU	14,000—15 knots	Tuesday, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE,

YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	TUESDAY, 30th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Furs.

FOR BOMBAY VIA SINGAPORE, AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	FRIDAY, 26th Mar., at 7 A.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	MONDAY, 29th Mar., at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 4th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	SUNDAY, 4th April, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU"	Imazumi	SATURDAY, 27th Mar., 10 A.M.
"DAIGI MARU"	S. Tokushige	TUESDAY, 30th Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA

ERNEST SIMONS ... On 26th March.

HOMEWARD

MARSEILLES VIA PORTS ... POLYNESIEN ... On 3rd April, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

Hongkong, 30th March, 1915.

AGENTS

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	SUWA MARU	20,000	THURSDAY, 25th Mar., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	(SATURDAY, 10th April, at Noon.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 6th April, at Noon.
	YOKOHAMA MARU	12,500	(THURSDAY, 15th April, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 16th April, at 4 P.M.
	HITACHI MARU	13,500	(MONDAY, 17th May at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TOSA MARU	12,000	(WEDDAY, 24th March.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU	7,800	TUESDAY, 29th March.
SHANGHAI, MOJI and KOBE	JINSEN MARU	8,000	(THURSDAY, 8th April.
SHANGHAI and KOBE	CEYLON MARU	12,000	(MONDAY, 29th March.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU	9,600	(FRIDAY, 16th April, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
SUWA MARU	25,000	Thurs., 25th Mar.
ATSUTA	16,000	Satur., 10th Apr.
YASAKI	25,000	Thurs., 22nd Apr.
MIYASAKI	16,000	" 6th May.
KITANO	16,000	" 20th May.
FUSHIMI	25,000	" 3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
TAMBA MARU	12,500	Tues., 6th Apr.
YOKOHAMA	12,500	Thurs., 15th Apr.
SADO	12,500	Tues., 4th May.
AWA	12,500	" 18th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to leave YOKOHAMA	Steamers to SHANGHAI, HAI KONG, and COLOMBO.	Leave SHANGHAI, HAI KONG, and COLOMBO.	Connecting Steamer from COLOMBO to MARSEILLES and LONDON.	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later).
Mar. 15	NUBIA	Mar. 22	MONGOLIA	Apr. 24	Apr. 30
Apr. 12	ORIENTAL	Apr. 19	MAIWA	May 8	May 13
Apr. 26	MAIWA	Apr. 23	MOBEA	May 22	May 29
May 10	SARDINIA	May 3	MAIWA	June 5	June 11
	NUBIA	May 17	MOOLTAN	June 19	June 25
	ORIENTAL	June 1	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S.

The Fares to London and Marseilles are as follows—

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£37.	£27.	£24.	£20.	£16.	£12.	£8.	£4.	£2.	£1.	£0.50	£0.25	£0.12	£0.06	£0.03	£0.01	£0.00	£0.00	£0.00	£0.00
MARSEILLES	£31.	£21.	£18.	£14.	£10.	£6.	£2.	£1.	£0.50	£0.25	£0.12	£0.06	£0.03	£0.01	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Leave M'AILLES	Leave LONDON
NAMUR	Mar. 15	Mar. 25	Mar. 21	Apr. 6	May 4	May 13
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 26
NOVARA	May 10	May 21	May 26	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10% For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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